

The Hongkong Telegraph.

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MONDAY, MAY 18, 1903.

一拜禮

號八十月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMBAI. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 6 months at 4 per cent.
On fixed deposits for 3 months at 3 per cent.
TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$15,500,000
STERLING RESERVE \$1,500,000
SILVER RESERVE \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. E. SHILLIM, Esq.
E. GOETZ, Esq. Hon. K. SHEWAN.
G. H. MEDHURST, Esq. N. A. SIEBS, Esq.
C. MICHAELAU, Esq. H. W. SLADE, Esq.
H. SCHUBART, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.
On fixed deposits for 6 months at 4 per cent.
On fixed deposits for 3 months at 3 per cent.
J. R. M. SMITH,
Chief Manager.

Hongkong, 14th May, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. Lauts, Esq.
GEO. W. F. PLAYFAIR,
Chief Manager.
Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903.

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 4th October, 1902.

HONGKONG HOTEL.

Military Banquet during dinner on Saturday Nights.
Hongkong, 15th November, 1902.

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,120,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARK'S BANK, LIMITED.
HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.
INTEREST ALLOWED
On Current Accounts at 2½ per annum.
On Fixed Deposits:
For 3 months 2½ per annum.
" 6 " 3½ " "
" 12 " 4½ " "
E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000
Surplus (Reserve) Gold \$4,000,000
Total Gold \$8,000,000
Capital and Surplus authorized, Gold \$10,000,000
LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 3 per cent. per annum on the daily balances, and on Fixed Deposit as follows:
For 12 months, 4½ per annum.
" 6 " 4 " "
" 3 " 3 " "
HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.
CHARLES R. SCOTT,
Manager.
Hongkong, 7th April, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 14TH NOVEMBER, 1905.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
HANKOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
1/2 per annum Fixed Deposits for 3 months.
" " " " 6 " "
" " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 4 per cent. per annum on the daily balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3½ " "
" 3 " 3 " "
T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
MOJI and KOBE	{ NANKIN G. M. Montford }	About 18th May	Freight only.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	{ CANTON C. F. Lockstone, R.N.R. }	About 20th May	Freight or Passage.
LONDON &c.	{ BENGAL A. L. Valentini }	Noon, 23rd May	See Special Advertisement.
SHANGHAI	{ CHUSAN C. L. Daniel }	About 23rd May	Freight or Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ MALACCA A. F. Street }	Noon, 29th May	Freight or Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 27th May.
STUTTGART	THURSDAY, 11th June.
ROON	THURSDAY, 25th June.
PREUSSEN	THURSDAY, 9th July.
HAMBURG	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th August.
SACHSEN	THURSDAY, 20th August.
KIAUTSCHOU	THURSDAY, 3rd September.
BAYERN	THURSDAY, 17th September.

ON WEDNESDAY, the 27th day of May, 1903, at NOON, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 25th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th instant, and will be received at the Agency's Office until NOON, on TUESDAY, the 26th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 13th May, 1903.

Intimations.

LANE, CRAWFORD & CO., GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.
OXFORD, ZEPHYR AND AERTEX CELLULAR SHIRTS,
SOCKS, UNDERWEAR, TIES,
LINCOLN AND BENNETTS' SUN HATS, PANAMA HATS, STRAW HATS,
RAINCOATS, UMBRELLAS,
WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 20th April, 1903.

GO TO THE KOWLOON HOTEL, KOWLOON.


R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.
For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902.

Intimations.



"I hear they want more"

Bovril

gives strength and sustenance.

Used as a drink, BOVRIL stimulates, exhilarates, and "comforts." It also strengthens, sustains, and invigorates. Used in the kitchen, BOVRIL makes more palatable and nourishing every dish to which it is added.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzum, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotou, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsuyakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.
N. INUZUKA, Manager, Hongkong.

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.
"OLD TOM" Per Doz. - \$16.50
"DRY" Per Doz. - \$9.00
D. C. L.

SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.
Hongkong, 26th January, 1903.

AQUARIUS.

MERE FILTRATION is, as people are now beginning to understand, QUITE INEFFECTUAL for destroying the worst organisms that water may contain.—"Daily Telegraph."

THE AQUARIUS COMPANY use PURE DISTILLED WATER ONLY in the manufacture of ALL their TABLE WATERS.

CALDBECK, MACGREGOR & Co.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 18th May, 1903.

OCCIDENTAL HOTEL (ELGIN ROAD, KOWLOON.)

CODE ADDRESS "YOSEMITE."
35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS. ENGLISH, AMERICAN, AND MANILA NEWSPAPERS, IN FILE. TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 5th May, 1903.

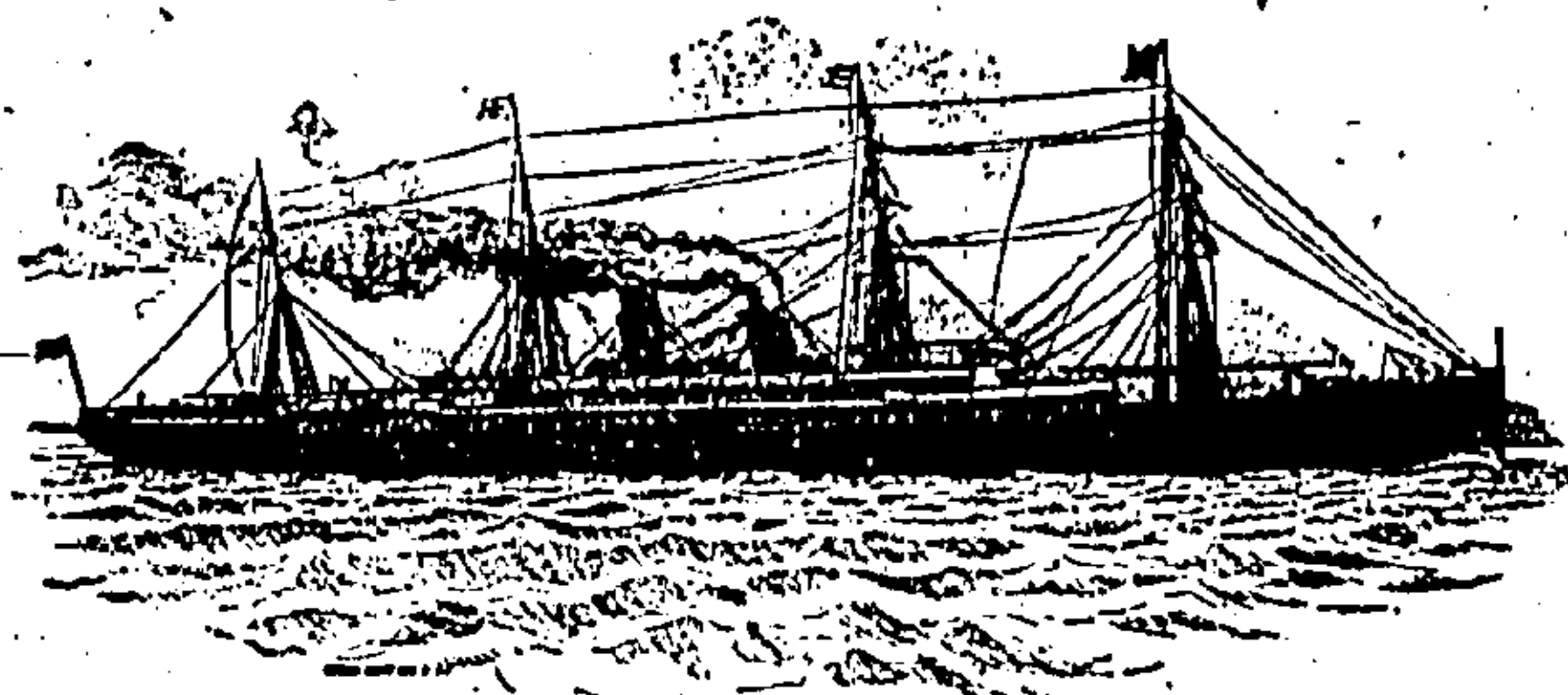
HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c. apply to the MANAGER.

Hongkong, 2nd July, 1902.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"JIBBIA"	THURSDAY, 7th July, at Noon.
"CO-TIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting routes, and from Chicago, to destination the choice of direct line.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China, and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to suit in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 14th May, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 14th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FREIGHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SEGAVIA	HAVRE, BREMEN AND HAMBURG.	2nd June.	Freight.
Frank	(Calling at SINGAPORE AND COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE AND PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight.
Bock	(Calling at SINGAPORE AND COLOMBO).		
NUINBERG	HAVRE and HAMBURG.	14th July.	Freight.
Jaburg	(Calling at SINGAPORE AND PENANG).		
WURZBURG	HAVRE and HAMBURG.	28th July.	Freight and Passengers.
Umzer	(Calling at SINGAPORE AND COLOMBO).		
BADENIA	HAVRE and HAMBURG.	11th August.	Freight.
Röden	(Calling at SINGAPORE AND PENANG).		
NUBIA	NEW YORK VIA PORTS.	31st May.	Freight.
von Hoff			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 14th May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,358 "	G. F. Morrison, R.N.R.
"FATS LIN"	2,350 "	A. W. Dixon.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
S.S. "SAINAM," 588 " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

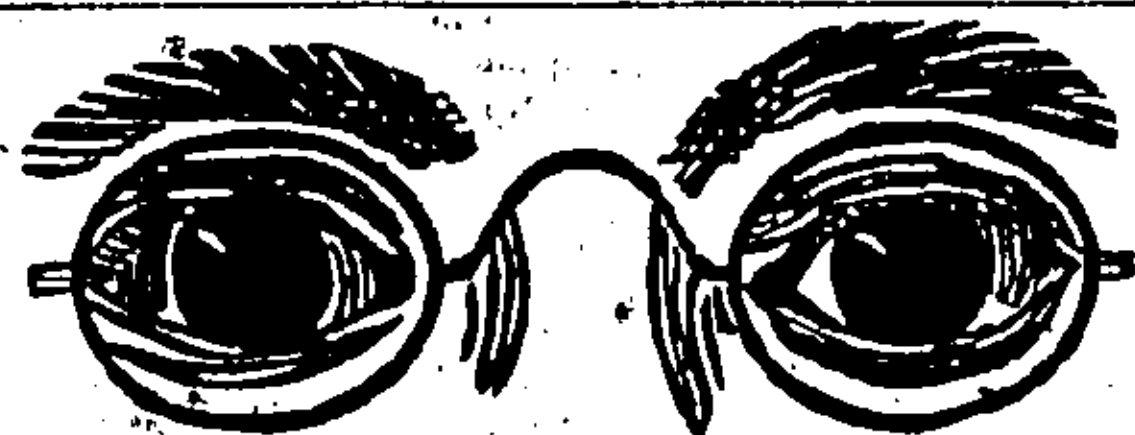
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO.'S
CELEBRATED.

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES.
HEINZ'S APPLE BUTTER cannot be surpassed.
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954C

"HER-
CU-
LEX"

for

Nerve

Weakness

"HER-CULEX" is the latest invention of Dr. Sanden, the pioneer of Self-Treatment with Electricity. Popular throughout the world as a natural, common sense remedy for Nerve and Brain Exhaustion, Indigestion, Constipation, Pain in the Back, Rheumatism, Declining Vigor, Urinary Weakness, Sluggish Organs, Impotency, etc.

Not a "cure-all" but an ideal cure for all disorders or weakness resulting from overwork or excess of any nature. It is simple, harmless, convenient; has a perfectly constructed battery enclosed in comfortable cloth case. Worn about the waist nights, or during the evening, the mild, soothing currents invigorate the nerve and vital centres, awaken dormant nerves, strengthen relaxed muscles and induce natural secretion of the vital fluids. This improves digestion, enriches quality of the blood and accelerates its circulation, and has a direct beneficial influence upon the bowels, regulating their action in a natural way. Used during a period of rest, it conforms with the processes of Nature in every way.

Dr. Sanden's method of self-treatment, WITHOUT DRUGS, is the only self-treatment consistent with natural law and appeals to reason and common sense as filling a long felt want among those who are neither sick nor well, who are "all run down," and just dragging along in a half hearted manner; also, to those who have concluded that drugs cannot cure them. With ordinary care, "HER-CULEX" will last for one year, is not bulky, makes no noise and is as comfortable as your clothing. If you are weak or otherwise ailing, send for Dr. Sanden's latest book, "Health in Nature," free upon request, securely sealed.

Every weak man should read it. It will prove interesting to you, as it has to others who had despaired of recovery by other means. Send at once and write name plainly. Address, mentioning this paper.

FREE BOOK

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

Sanden Electric Co., Dep't J.,

No. 61 Main St., Yokohama, Japan.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,

Late Dakin, Cruikshank & Co. Ltd

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex

Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex

Factory.

SHAW, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903.

[19

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 14th May, 1903.

[18

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[595d

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT

PAINTER, &c.

PHOTOGRAPHY in all its Branches.

Groups and Interiors a Speciality.

Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S

ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902.

[1399d

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 20th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 20th May, both Days inclusive.

R. J. MACGOWAN,
Acting Secretary.
Hongkong, 9th May, 1903. [588e]

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the OFFICE of the Company on TUESDAY, the 28th instant, at ELEVEN o'clock in the forenoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1902.

The REGISTER OF SHARES will be CLOSED from FRIDAY, the 22nd instant, until SATURDAY, the 30th instant, both Days inclusive, during which period no Transfer of Shares will be registered.

A. H. MANCELL,
Secretary.
Hongkong, 15th May, 1903. [589e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903. [543e]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager,
Hongkong, 2nd April, 1903. [120]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL,
(FACING DUNDRELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI.

MINAMI-AIKAWA, OSAKA.

KAIOWA, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address—"MIDZUSHIMA" Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used—A. I. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS of Kamamoto and Tenoura Coal Mines.

SOLE AGENTS for Kawamatsu, Komatsugawa, Tenoura, Minami, Ikejima and Kamagata Collieries.

Hongkong, 2nd March, 1903.

Intimations.

THE ROBINSON PIANO Co., LTD.

BARGAINS IN PIANOS

RETURNED FROM HIRE

AND THE PROPERTY OF

GENTLEMEN

LEAVING THE COLONY.

WERNER \$450

BORD 285

SCHIEDMEYER 250

NEEDHAM 380

DORNER 375

R. P. CO., LTD. 350

R. P. CO., LTD. 300

CHAPPELL 225

RONISCH 400

H. & MULLER (SEMI-GRAND) 350

RACHAIS 700

and

SEVERAL OTHERS

all made for the Climate with full Iron

Frames and in Good Order.

CASH OR MONTHLY PAYMENTS.

Hongkong, 1st May, 1903. [415e]

WING HING,

"WHOLESALE AND RETAIL

DEALER IN

PORCELAIN AND EARTHEN

WARES,

OF EVERY DESCRIPTION AT

MODERATE PRICE.

No. 79, QUEEN'S ROAD CENTRAL.

(Established in 1885.)

Hongkong, 4th May, 1903. [552e]

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass,

Crookery Ware, Brass and Iron

Bedsteads and Rattan Sofas

for whole lot.

JUST ARRIVED.

Nos. 1 & 3, D'Aguiar Street.

Behind Hongkong Dispensary.

Hongkong, 1st May, 1903. [496d]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

I am now in possession of his New and Com-

modious Premises, in addition, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903. [44e]

CURES

MEN & WOMEN

of all kinds of skin diseases, such as

eczema, psoriasis, scabies, etc., by the

use of the "Cure" which is a

guaranteed remedy for all such

affections. It is a

simple, safe, and

effective remedy.

It is sold by

all chemists and

druggists.

Prepared by

DR. J. C. HARRISON,

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For Sale.

FOR SALE.

A COPY of the "ENCYCLOPEDIA BRITANNICA" (The "Times" reprint). In 25 large quarto volumes: half Morocco binding; complete with Bookcase. Perfectly new and in A 1 condition.

The Standard Work of Reference in the English Language.

An Adornment to any Library.

Apply to

LIBRARY,

Clo Hongkong Telegraph Office.

Hongkong, 6th May, 1903. [556e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 20th May, 1903. [425]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA,"

are hereby notified that their Goods are at

their risk being discharged into Lighters and/or

landed into our Godowns Nos. 1 and 2, at

Kennedy Town, (Marine Lot 243), and delivery

may be had either from Lighters or from our

Godowns upon countersignature of Bills of

Lading.

Goods remaining unclaimed after the 18th

instant will be subject to rent.

All Claims must be sent in to me on or

before the 28th instant or they will not be

recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th May, 1903. [11]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAPURA,"

FROM PORTLAND (OR), YOKOHAMA,

KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 15th May, 1903. [1266c]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICTORIA, VLADIVOSTOK, KOBE, MOJI AND

NAGASAKI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 15th May, 1903. [874d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Kutchi, ex S.S. "Kangra."

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 16th May, 1903. [4]

S.S. "OCEANIAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex S.S. "Malapan," in connection with

above Steamer, are hereby informed that

their Goods, with the exception of Opium

Treasure and Valuables are being landed

and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Limited, at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, TO-DAY, the 16th instant, request-

ing it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed

after SATURDAY, the 23rd instant, at Noon,

will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 23rd instant, or they will not be recognised.

All damaged packages will be examined on

SATURDAY, the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th May, 1903. [1084c]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GAELIC"

are hereby notified that their Goods are at

their risk being discharged into Lighters and/or

landed into our Godowns Nos. 1 and 2, at

Kennedy Town, (Marine Lot 243), and delivery

may be had either from Lighters or from our

Godowns upon countersignature of Bills of

Lading.

Goods remaining unclaimed after the 19th

instant will be subject to rent.

All Claims must be sent in to me on or

before the 22nd instant or they will not be

recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 12th May, 1903. [11]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND

SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 14th May, 1903. [874d]

FROM EMDEN, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARACONIA,"

Captain Forst, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to</

Intimations.



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00 \$1.00

C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50 1.20

CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ... 16.00 1.40

D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00 1.50

E. EXTRASUPERIOR OLD PALE DRY, Very Finest (Quality old bottled), Black Seal Capsule ... 27.00 2.25

D, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

GUARANTEED SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDERSON, Sons & Co., of London, Oporto and Xeres:—

LIGHT DRY ... \$16.50 \$1.40
SOLERA ... 24.00 2.00
VERY PALE DRY ... 24.00 2.00
FULL GOLDEN ... 27.00 2.25
PALE DRY NUTTY ... 30.00 2.50
FINE OLD BROWN ... 40.00 3.50

MADEIRA.

GOOD ... \$16.50 \$1.40
FINE ... 27.00 2.25

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 236.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING, UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th July, 1902. [228d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition. 27A, 17
A. I. Code. 27A, 17
Lieber's Standard Code. 27A, 17TELEPHONE, 237, HONGKONG. HKT
Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address. (Ordinary business communications should be addressed to the Manager.) The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportionally. The daily paper is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.)

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 18, 1903.

THE STRAITS CURRENCY COMMISSION REPORT.

The telegram we published on the 7th instant from our Special Correspondent at Singapore placed before our readers, in a succinct yet intelligible form, the substance of the report of the Straits Currency Commission. The text of the report was awaited for in the Colony with considerable interest and its publication in *extenso* in these columns on Friday last added but little information to what was comprehensively conveyed by means of our special wire of the 7th inst. The report commits itself to no actual recommendations. The gist of it is to the effect that, should the Straits people so desire, there is no apparent difficulty in the establishment of a gold currency. It also—in the event of such a currency being determined upon—suggests a scheme for the minting of a Straits dollar, but leaves the matter of determining and fixing the standard value of that dollar to the Straits Settlements. "It may be convenient to recapitulate the contents of this document. Reciting the instructions which were received from the Colonial Office by the chairman on the 12th November last, the Committee were called upon to make a report with reference to—(1.) The expediency or otherwise of introducing a gold standard of currency in the Straits Settlements and the neighbouring Malay States. (2.) The practicability of making the change and the step which in the opinion of the Committee should be taken to effect this object if the change should be decided on." In refraining, therefore, from making any definite currency recommendations, the Committee were keeping strictly within the letter of their instructions. The document, as correctly characterized, is, strictly speaking, in the nature of a "non-committal compilation." Paragraphs 3 to 5 mention the countries falling within the scope of the Committee's inquiry, and they include, as is well known, in addition to the Colony of the Straits Settlements, the Federated Malay States of Perak, Selangor, Negri Sembilan and Pahang, and also the State of Johore. The next four paragraphs deal with the existing currency and cite the laws and enactments by which the present currency is regulated. The note issues of the Government and of the two authorized Banks—the Hongkong & Shanghai and the Chartered Bank of India, Australia & China—is referred to in the 10th to the 14th paras. inclusive. The incorporation of the recent history of currency in the Straits Settlements in the report is a feature without which the completeness of the document would be found wanting. The Committee devote no less than nine paragraphs to this section, the history of the consideration of a gold standard for the Straits Settlements not having been traced back further than the year 1893. With this history, the Colony is but too well acquainted, since at every stage of the movement in our sister colony to obtain a currency reform, not only has Hongkong been consulted, but its co-operation, though not possible of achievement, sought for. By far the more important section, after the scheme of conversion, is that dealing with the expediency of the change, which necessarily takes precedence over the discussion of the scheme. No less than about one-third of the whole report is taken up by this one section. In considering the expediency of the proposed change in the standard of value, the Committee have not thought it necessary to enter at any length into an examination of the many varied questions of somewhat abstract and theoretical nature. The question at issue is whether it is better for the Straits Settlements and the neighbouring Malay States at the present time, and under existing conditions, to maintain the silver standard or to change to a gold one, and the Committee have endeavored as far as possible to treat the matter from a practical standpoint. In this view they have considered such papers and documents as would assist them in forming a correct view of the economic position of the Straits Settlements, as well as of the commercial and financial relations of that Colony with the neighbouring States. They have also examined a number of witnesses—seventeen

in all—whose names are as follows and who have had a personal experience of the modes of conducting business in the Straits Settlements and the East generally:—Sir Thomas Jackson, the Dato Abdul Rahman, and Messrs. W. G. Gulland, P. D. Thomson, J. Burkinshaw, G. Perile, R. Campbell, J. Heim, S. R. Carr, G. W. Butt, J. Fraser, E. M. Underdown, J. A. Pixley, R. Craig, F. Shaw, T. H. Whitehead, I. Bar Robertson. It is important to note that although these witnesses are not unanimous the majority of them are in favour of the establishment of a gold standard. After sifting the arguments both for and against the expediency of a change with considerable patience, care and consummate skill and with perfect impartiality, the Committee arrived at the conclusion that while they do not think a gold standard should be pressed on the Straits Settlements against the wishes of the Government and the people, they are equally of opinion that no objection should be raised on the part of His Majesty's Government to the principle of the change, if the Government of the Straits Settlements, after considering all sides of the question, should decide finally in favour of an alteration from the silver to the gold standard. We are then taken into the next and final stage of the report—the practicability of the change. In this respect the Committee unanimously consider the proposals they offer as a perfectly safe and sure method of establishing a gold standard involving no risk and creating the minimum of disturbance, while they do not anticipate that any very serious delay would occur before the gold standard became effective. Summarizing the plan in the words of our senior Straits contemporary, "the Commission advises the introduction of a special coin as the metallic currency of the united currency area to be called a Straits dollar, and to be as to weight and fineness identical with the British dollar now current in the East on its own value as silver. The change would be gradual, and until the time had arrived for the demonetisation of the present British and Mexican dollars, the coins would have concurrent circulation with the new Straits dollars, this of course still merely having its natural exchange silver value. But the machinery of the change now begins to be put into operation. During the change, which need not be so very protracted, no further importation of British or Mexican dollars would be permitted while the new Straits dollar would be imported as rapidly as the Government arrangements would admit. There would be no export of the Straits dollars allowed. And so the natural annual export flow of bullion would carry British and Mexican dollars out of the Malay Peninsula while the new Straits dollar would supplant them just as rapidly. Then when the currency area was sufficiently occupied by the Straits dollar, demonetisation of the other coins would follow, and the coinage of the new dollar would cease. Only now would the Straits dollar begin to rise in value and, at a suitable stage in that advance the Government would declare its relation to the sovereign." What will that be? is a pertinent question that has been put by our Southern contemporary, in answer to which it remarks that recent fluctuations in exchange prove that one-and-eight pence is much too low. A fairly high value would have eventually to be fixed so as to reduce to a minimum the risk of the silver value of the new coin at any time becoming greater than its nominal value. In such an event the gold standard would vanish. A two-shilling rate would be, roughly, 25 per cent. above the present intrinsic silver value of the dollar. The Indian rupee, at one-and-four pence, is about 80 per cent. above its silver value. It would be doubtful if 25 per cent. would be a sufficient margin of safety for the protection of the new Straits dollar, as a token coin. And it is not impossible that it might be found ultimately necessary to make it as high as two-shillings-and-six-pence. As regards the time within which the gold standard becomes effective, if it is unduly prolonged the matter might be expedited, at the suggestion of the Committee, by establishing a gold reserve, and in any case they think that the profit made on the coinage of dollars after the establishment of a gold standard should be set aside as a gold reserve, the whole, or any portion of it being, if thought desirable, invested in gold securities. We have heard it asked: Out of what fund is the gold reserve, in the first instance, to be formed? We confess our inability to discern the source of the reserve, and it may be well that the obscurity be elucidated in order to clear up the only point of perplexity with which the plan for the achievement of conversion seems, in our opinion, to be at present obstructed. As to the gold reserve to be established out of the coinage profits, the recommendation is no novel one to Hongkong, in so far as an identical safeguard has been made for adoption in the Colony, should the gold standard be extended to it. In the Straits as in Hongkong the principal opposition to any change originated with the banking class. This attitude

of the representatives of the exchange houses is not to be wondered at. We have more than once, in connection with the discussion of the present economic problem, referred to the motive prompting their opposition; it is that their interests may be adversely affected, and consequently their criticism of a change must be accepted in the light of self-interest. In thus remarking upon the attitude taken up by the bankers, it may be well for us to recall a very notable exception amongst others in the person of Mr. T. H. Whitehead, who, it is fortunate, was called as a witness before the Committee. The consistent stand which he made in the Legislative Council against the Colony incurring gold obligations when its revenue is wholly in silver and his prophetic prediction as to the depreciation of the white metal is too fresh in the minds of our readers to need any reference to them. The powers that be in Downing Street in spite of repeated warnings forced upon the ratepayers a gold loan, the cost of which should serve as a lesson to the Colony against lending a deaf ear to the wise counsels of practical economists whose interests happen to be dissociated from the question at issue. Singapore may be said to be passing through a phase of an economic ordeal and if the Settlements is taken successfully through it, we trust the time may come for Hongkong to grasp its own situation and with unflinching courage face a change from the present unsatisfactory condition from which all *bona fide* merchants and traders can find no remedy.

LOCAL AND GENERAL.

A SERIOUS outbreak of smallpox is reported from Leicester.

Keep your eyes open for C. E. LeMunyon's locals.—*Advt.*

The Ceylon Pearl Fishery has closed and the total yield to Government is eight and a quarter lakhs of rupees.

The Government contract with the B. I. S. N. Company has been extended for a period of ten years for carriage of military stores.

The Ceylon tea exports to Russia have fallen from 26 lakhs of pounds in the first quarter of last year to 14 lakhs of pounds this year.

SIGNOR Marconi and a number of Copenhagen financiers have arranged for the transmission of ethergrams between Iceland and Scotland.

THE German Asiatic Railway Company has been incorporated, with a nominal capital of £500,000, for the construction of Chinese State railways.

THE American Press, reviewing recent developments in connection with the Manchurian difficulty comments with severity upon Russia's shameful mendacity.

THE Chinese have decided to open stores in Moscow for sale of their manufactures. They will employ Chinese assistants, for whom they will have a house built, with Chinese home comforts.

Watch for C. E. LeMunyon's locals in this paper in a few days.—*Advt.*THE French barque *Du Couedic* (1731 tons), which sailed from San Francisco for Sydney on December 24, with a full cargo of wheat, has been re-insured at the rate of 87 guineas per cent.

MR. J. P. Morgan's Shipbuilding Trust has secured control of the world-famous yards of Messrs. W. Cramp and Sons, Ship and Engine Building Company, Philadelphia. The trust will manage the yards as a subsidiary company.

SIR Marcus Samuel, Lord Mayor of London, has opened the Baltic Mercantile and Shipping Exchange in St. Mary Axe, E.C. The building is said to be the handsomest and most complete Exchange in the world. It was erected at a cost of £500,000.

THE Most Farm mystery, which has created so much interest throughout England, is nearer to a solution. According to a late cable a woman's body, which up to the present has not been identified, has been found buried in a filled-in ditch on the farm.

PROFESSOR Pickering, of Harvard Observatory, Cambridge, U.S.A., proposes the formation of a trust representing all the observatories in the world. His central idea is to work the various establishments without waste, and to provide money and men where such are needed.

C. E. LeMunyon has an announcement to make to you very shortly; watch for it.—*Advt.*

A DISPATCH from Rostov, on the Don, says that great fears are entertained for the winter-sown cereals owing to the slight snowfall. The last sowings have not had a drop of moisture; there has been no rain. The wheat is yellowing under the destructive influence of morning frosts.

A NEW YORK cable of 13th inst., says there is an alarming spread of the bubonic plague in China. The scourge is said to be raging throughout the interior as well as in the coast cities. It seems strange that no news of such a state of affairs has been received either at Hongkong or Shanghai.

READERS of the *Hongkong Telegraph* who have not secured a copy of the complete report of the Straits Currency Commission are reminded that it is reprinted in *extenso* in the *Telegraph* mail supplement and can be had on payment of 25 cents. Subscribers to the daily issue have, of course, received their usual copy.

PRESIDENT Roosevelt has arranged for the United States squadron in European waters to be present at the coming German naval celebrations at Kiel. The new departure is a consequence of German indignation at the announcement that the United States squadron would visit the German coast to greet President Lobbes on his return from Algeria.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Keep track of C. E. LeMunyon's locals.—*Advt.*

THE German Mail of the 15th April was delivered in London on the 15th inst.

COUNT Zeppelin has abandoned his air-ship experiments, which have cost him 1,000,000 marks.

THE re-imposition of quarantine measures at Shanghai against vessels from Hongkong is being once more considered by the port authorities, says the *China Gazette*. Plague is also bad at Amoy, it adds.

MR. Lacock had three Indians before Mr. F. A. Hazeland for disorderly conduct and creating a row at Quarry Bay shipbuilding yard. In view of the recent fracas resulting in the death of an Indian, they were each sentenced to pay a fine of \$25.

A VERY successful benefit concert was tendered to Miss Florence Adelaide at the Theatre Royal, Saturday evening. The place was completely filled, and many well-known theatrical artists of the Colony contributed to a capital programme.

THE Committee of the Kwan-tai Famine Fund are going to meet Mr. C. Clement in the Chamber of Commerce room on Wednesday at 5 p.m. when he will be asked to make some remarks on the condition of affairs in the famine stricken districts. The public are invited to attend.

AT the offices of the Public Works Department this afternoon, Garden Lot No. 20, adjoining Island Lot No. 1,529, Conduit Road, was offered for sale by public auction. The lot has an area of 3,000 square feet, with an annual rental of 36, and the upset price was \$150. Dr. Bateson Wright D. D. was the only one present, and he secured the site for the sum of \$170.

AT a special meeting of the Shanghai *Mercury* L.T. it was decided to increase the Capital to £10,000 by the creation of 700 new shares of £1.50 each in order to buy out the German Printing Office (which Messrs. Arnold Karberg have failed to carry on at a profit), for \$39,000, a German director being added to the Board of the *Mercury*. The Chairman stated that the new shares had been applied for three times over.

PROFESSOR Schneider, a Berlin chemist, after travelling through Australia, induced several local specialists to use sodium made from eucalyptus oil, mixed with sulphur and charcoal. The method of treatment is to evaporate the sodium over alcohol, lamps, the vapour thus caused being inhaled by the patient. The result of the experiments conducted at the hospitals is that 60 out of 100 cases of tuberculosis thus treated were cured.

THE report of the Royal Commission upon physical training in Scotland has been issued. The commissioners emphasise the various shortcomings in the matter of such recreations as are provided for Scottish children, and make many recommendations. The proposal is made that lads of known Hooligan (larrikin) tendencies should enter continuation schools. Another proposal is that provision be made, as a last resort, for the State feeding of children.

IT is reported that Mr. Pierpont Morgan, the American millionaire, is about to take a trip to the East, accompanied by Mr. Griscom, the father of the U.S. Minister in Tokyo, and two Russian millionaires. They will leave Vancouver in the early part of next month and may be expected to arrive at Japan via Alaska, Kamchatka and Vladivostok. The object of their trip is said to be inspection of the line of the East Asiatic railway, which is now under contemplation.

THE London correspondent of the *Birmingham Post* writes:—After consultation with the Imperial Government, the Viceroy of India intends, I understand, to create at Calcutta a special department for dealing with all Chinese and Korean matters. The department, besides having very considerable administrative duties, will also be something in the nature of an academy for the training and instruction of officers in languages and dialects and all other subjects likely to be of service to political or military authorities in their intercourse with the Chinese and Koreans. Special attention will also be given to the making and preserving of maps and other topographical records of the countries concerned.SPEAKING at a Primrose meeting last month the late Mr. R. W. Hanbury (President of the Board of Agriculture) declared his belief that the period of the Empire's expansion was now drawing to a close. Mr. Hanbury considered that the *World Trade* would furnish the keynote for the future policy of Great Britain, and, the time was, he thought, fast approaching when the British people would not depend so much upon the foreigner for food and raw material as had hitherto been the case. The British Empire was, moreover, so wide that the people must depend less upon the men of birth and wealth who had governed them in the past, and more upon men of talent and merit, wherever found.Watch C. E. LeMunyon's announcement in this paper.—*Advt.*

CRIMINAL SESSIONS.

The May Sessions were opened this morning at the Supreme Court before Sir Henry S. Berkeley, K.C. (Acting Chief Justice). Six cases on the calendar, consisted of indictments for a murder, manslaughter, armed robbery, and perjury.

The first case was that of Ho Wing and Wong Ping, the master of No. 205, Queen's Road West, and his wife, who were charged with ARSON.

In respect of a fire which occurred at the premises on the 18th April. Prisoners pleaded not guilty and were undefended. The Hon. E. H. Sharp, K.C., Acting Attorney General, instructed by Mr. F. B. L. Bowley, of Messrs. Deans and Bowley Crown solicitor, prosecuted on behalf of the Crown.

The following jury was impanelled:—Messrs. J. M. A. Thiesen, W. F. Hill, I. Cruickshank, J. A. T. Plummer, F. Dow, H. A. Lammert, and J. A. de Carvalho. After a lengthy hearing the prisoners were found guilty, and sentence of seven years' imprisonment with hard labour was passed on the man and three years' imprisonment with hard labour on the woman.

THE "BENARTY"

News has been received at Kobe by Messrs. Sheehan, Tomes & Co., agents of the American Asiatic S.S. Co., charterers of the Steamship *Benarty*, that the ship was refloated on the 7th inst., without having sustained damage, so far as could be ascertained that day.

ASK FOR ASAHI JAPANESE BEER—G. Ginnat.

THE STRANDED "VICTORIA"

NAVAL INQUIRY AT CHEFOO.

The British Consul summoned a Naval Court to assemble at the Consulate on the 4th inst. to inquire into the wreck of this vessel, and into the conduct of the master and crew. The Court consisted of the Consul, as President, assisted by Captains Robinson (*Nanchang*) Scott, and Somerville (*Wuchang*).

The principal witnesses examined were the master and chief mate, whose certificates were handed into the custody of the Court, pending the hearing. The evidence of these two gentlemen was strongly corroborative, and showed, briefly, that the vessel was properly manned, supplied with charts, and all necessary gear, and was navigated as skillfully as their experience and judgment suggested. In cross-examination they both admitted that they had never been in the Gulf of Pechili before; that they were going at a considerable speed through a thick fog; and that they did not cast the lead very frequently. On the other hand it seemed clear that the stranding was purely accidental, and that all hands worked strenuously to do their best to get the vessel off afterwards.

After hearing the evidence the Court retired to consider their judgment and at a quarter-past-six it was announced by the Consul in the presence of the parties interested. The Court found that the master was deserving of censure on the points above-mentioned, which were termed errors of judgment, but did not think it necessary to deal with his certificate. They fined the master £86.0, the costs of the inquiry, and thereafter returned their certificates to the master and mate.

The master thanked the Court for having given him a very fair hearing.

FORTHCOMING ENTERTAINMENT.

It will be seen on reference to our advertisement columns that Alva, the Great announces performances in Hongkong commencing at the City Hall next Saturday. He comes to the Colony with exceptionally good credentials as a magician, spiritualist and ventriloquist, and should have no difficulty in filling the Theatre during the five nights upon which he performs. He and his company arrived in the Colony this morning, after having had a most successful tour in India and the Straits Settlements where the performances were spoken of in flattering terms. The up-to-date spiritualistic sea, which is reported to be a mysterious and wonderful performance, will introduce to the audience "The Girl with the Black Hair," who, we understand has been drawing crowded houses further south. Then there is Mde. Reux, a thought reader, and many other interesting "turns," which ought to afford ample amusement to Hongkongites.

THE "PEMBROKESHIRE"

FOREHOLD FULL OF WATER.

As reported in the *Telegraph* on Saturday last, the *Shire steamer Pembroke* is ashore at the Saddles. The *China Gazette* of the 14th inst., says:—The s.s. *Pembroke*, Captain Liddell, which left here for New York on Monday with about 1,500 or 1,600 tons of cargo, has gone ashore pretty badly on the North Saddles. The Agents, Messrs. Sheehan, Tomes & Co., received a telegram last night asking for pumps, tugboats and lighters to be sent down, and accordingly the *Rocke* and *Fukler*, with two cargo boats in tow and pumps from Farnham, Boyd & Co., went down to the aid of the stranded vessel which will be lightened before any attempt is made to get her off.

We understand that news has been received in the Colony to the effect that her forehold is full of water.

GOLD STANDARD FOLLOWS PARITY.

A cablegram, dated New York, 13th inst., says:—It is announced by the Bureau of Insular Affairs that there is to be no Philippine gold standard until the parity is established. This is generally interpreted to mean that the Philippine peso will not be redeemable in gold so long as the Mexican peso continues to be receivable at varying rates of exchange. It is pointed out by those who have discussed this phase of the matter that if any other course were pursued it would allow undesirable speculation. By the terms of the Act the new peso is to be receivable in circulation when five millions shall have been coined and ready for circulation and shall be given a preference in the public offices of the government for all public dues. It is also provided that the present silver coins shall continue in circulation until not earlier than January 1, 1904. Until the Mexican currency is retired or such time as the legal parity is reached, it is understood from the ruling at Washington the gold standard will not go into effect.

THE PLAGUE.

During the forty-eight hours ended at noon to-day 22 further cases of bubonic plague, making 678 since January 1st, were reported. Eight of the cases were fatal. For the week ended 16th inst. there were 117 cases with 99 deaths.

SHIPPING AND MAILS.

MAILS DUE.

German (*Stuttgart*) to-morrow.
Indian (*Kunwar*) 21st inst.
Canadian (*Empress of China*) 29th inst.
Australian (*Chinglu*) 5th prox.The A. L. S. N. Co's s.s. *Vindobona* left Singapore for this port on 15th inst.The C. P. R. Co's s.s. *Tartar* left Yokohama p.m. on 16th inst. for Victoria and Vancouver.The Ben Line s.s. *Bentham* from Antwerp and London left Singapore on 16th inst. for this port.The B. T. B. Co's s.s. *Hyades* sailed from Yokohama for Victoria and Tacoma, on Saturday afternoon 16th inst.The Imperial German Mail s.s. *Fraussen* left Genoa on 17th inst., at 5 a.m., and may be expected here on 13th prox.The C. N. Co's s.s. *Tinian* from Kobe left there for this port on 15th inst., and is expected to arrive here at daylight on 20th inst.The P. & O. S. N. s.s. *Chusan* left Singapore for this port on 17th inst., at noon, with the Outward English Mails, and is due here on 22nd inst., at about 7 a.m.The C. P. R. Co's s.s. *Empress of Japan* arrived at Shanghai at midnight 15th inst., and left at midnight 16th inst. for Nagasaki where she is due at 6 a.m. 18th inst.

ASK FOR ASAHI JAPANESE BEER—G. Ginnat.

TELEGRAMS.

(Reuters.)

The Duty on Tea.

LONDON, 15th May.

An influential deputation will wait on Mr. Balfour and Mr. Ritchie to urge the remission of a portion of the duty on Tea instead of the abolition of the corn duty.

LATER.

Mr. Balfour has declined to modify the duty on Tea.

The Strike in Melbourne.

The strike in Melbourne is ended.

The Near East.

The Bulgarian Government has sent a note to its representatives abroad requesting them to call the attention of the Powers to the excesses of the Turks in Macedonia, which render useless the efforts made by Bulgaria to restrain the Macedonians.

Russia.

There is a marked recrudescence of anti-semitism in Russia, where the old expulsion ordinances are being enforced. Thirty-seven thousand Jews have been forced to quit Kieff, and a reign of terror exists.

The Education Bill.

16th May.

A compromise has been effected in the Education Bill and the Government has agreed to an arrangement reducing the number of Borough Councillors and giving the County Council an absolute majority.

Mr. Chamberlain on Free Trade.

Mr. Chamberlain speaking at Birmingham said he strongly condemned the interpretation of Free Trade, which prevented Britain from favouring her Colonies or from retaliating against countries penalizing the colonies for favouring Britain; the country ought not to be bound by any technical definition of Free Trade so far as fellow-subjects were concerned. We should not hesitate to retaliate whenever the interests between the colonies and ourselves were threatened by others.

LATER.

Mr. Chamberlain's speech is regarded as marking an epoch in the fiscal relations of the Mother Country and the Colonies and as raising the issue whether a wide-world free trade accords with the country's best interests.

Morocco.

The Moorish troops sent to Tetuan in an English steamer have entered the town unopposed; the rebels are demoralized by heavy losses and the garrison now assumes the offensive.

(N. C. Daily News.)

Securing the Nile.

London, 14th May.

It is stated at Brussels that an arrangement has been concluded whereby Great Britain will reoccupy the Lado enclave.

King Leopold renounces all claims to acquire any land on the banks of the Nile, and receives as compensation a part of the Bah el Ghazal.

The Nile thus becomes wholly Anglo-Egyptian.

OVERCROWDING IN THE COLONY.

MEETING OF PROPERTY OWNERS.

At three o'clock this afternoon a meeting of owners of property in the Colony was held in the Sanitary Board offices for the purpose of considering the sections of Ordinance No. 1 of 1903 (Public Health and Buildings), relating to overcrowding and the requirements to be observed with regard to cubicles or rooms in existing buildings. The two sections of the Ordinance are numbered 46 and 154, respectively. The meeting was closed to the Press.

THE NEW VICEROY.

The *Sin Wan Pao* states that Tsen Chuah-suen, late Viceroy of Szechuen and Viceroy Designate of Kwangtung and Kwangsi is a native of the latter province, therefore his appointment to the Viceroyalty of the Two Kwangs is a special one and has few precedents. After the issue of the Imperial Edict appointing him, the Grand Councillors further at the special request of the Empress Dowager telegraphed to the said Viceroy stating that the military operations in Kwangsi are in a precarious condition while robbers fill the province and some have even appeared in Wei-chow and Chinchow of Kwangtung and as he (the Viceroy) is a native of Kwangsi he must have a good knowledge of all the conditions in that Province and will consequently be able to accomplish good results. He should further with the cooperation of the Governor of Yunnan, Kueichow and Kwangsi exterminate the robbers. Again the civil and military systems of the Two Kwangs have been most corrupt, he should do his best to cause a total reorganization, etc. Viceroy Tsen replied by telegraph that as he had not personally been to the scene of the disorders he would not like to make rash statements but asked that he be allowed to proceed to his new post at once and to take ten able officials of Szechuen to assist him in the south. He further asked to be allowed to borrow Tls. 20,000 from Szechuen and to have a temporary wooden seal made to be used en route. It is said that the Government has consented to the above application and that he will arrive at Kwangtung about the middle of the present month.

ASK FOR ASAHI JAPANESE BEER.

THE KWANGSI FAMINE.

The *Sin Wan Pao* publishes a telegram sent the other day by Governor Wang Chihchun of Kwangsi to Treaty Commissioner Lu at Shanghai. The telegram says "Kwangsi has always been a poverty-stricken Province and when I arrived here, I found matters were in a most dilapidated condition, robbers simply swarming the province, therefore it was difficult to decide where to begin operations. I had to work hard to recruit troops and acquire funds and for nine months I was daily in the midst of battles. Fortunately now the interior and the districts on the borders have been pacified and I have memorialized the Throne to this effect. At present on one hand I am keeping the troops to capture the remaining robbers (rebels), while on the other hand I am instructing the subprefects and Magistrates to inaugurate militia within their jurisdictions for self-protection. Although I had a most difficult and laborious task I am glad that it has borne some good results, but the different newspapers intentionally publish false reports to deceive the people which I have no intention of publicly denying but as they might wrong you, I respectfully send this message."

BISHOP OF HONGKONG

ADRIAT ON A PADDY FIELD.

The following interesting item is from the *Foochow Daily Echo* of 9th inst.:—After a day of intense depression, Thursday night at and in the neighbourhood of Pagoda Anchorage at any rate, turned to be one of the stormiest and roughest in our recollection. Commencing at 4.30 p.m. with a squall and thunder-storm, a gale from the N.E. followed. Two Ningpo junks laden with rice turned turtle within sight of the s.s. *Hallan* at about 6 p.m. and at a later hour a vast quantity of wreckage was seen floating down the river. Those leaving the Anchorage for Foochow in the two finest steam-launches on the river, one starting at 6.30 and the other at 8.30 met with terrible experiences, while the Bishop of Victoria sailing up the river in a house-boat with Rev. J. Martin, was driven on to a paddy field and found himself on the fall of the tide thirty yards from the bank; and here he spent the night, to be taken off in the early morning by a small sampan in which he continued his journey to Foochow. It is thought that the storm must have been a sort of local cyclone as the wind at Foochow at 10 p.m. was blowing from the west. In consequence of this storm neither cargo nor native passengers could be got down to the *Hallan* and the departure of the steamer was delayed for 24 hours.

MORRISON HILL GAP.

It will be remembered that at a meeting of the Sanitary Board held on the 18th February last, a communication was read from Mr. Ho Tung as owner of certain properties situate at Morrison Hill Gap. It was stated in the letter that a number of tenants, occupying a block of some fifteen European dwelling houses, complained of the unhealthiness of the locality on account of the prevalence of fever of a malignant type owing to the presence in that neighbourhood of breeding places wherein the anopheles mosquitoes abound. In the opinion of a medical gentleman the main contributing factor in rendering the houses unhealthy was the presence at the rear of the Sikh temple of a marsh and a nullah situated to the south of the building. The close proximity of such breeding places naturally led to the presence of mosquitoes in considerable number.

In an investigation that had been made it was found that the servants suffered severely from fever before the Europeans were attacked. It must be noted that the servants' quarters about directly off to the nullah. Dr. Clark, who visited the neighbourhood, advised the Board to recommend the Government to surface the bed of the nullah, and to cut down the brushwood on the south side of the nullah (below the Mahomedan Cemetery) and to fill up the small swamp at the back of the Sikh temple. These recommendations, it may be noted, are generally those carried out in respect of any district in which the malarial mosquito pest is known to exist. Pursuant to these recommendations and to the Government's determination to rid the Colony of the principal factor in the causation of malaria, we now learn that the Mahomedan Cemetery authorities, at the request of the Sanitary Board, have cleared away the brushwood from the cemetery. The training of the nullah in the locality cannot yet be undertaken, but remedial steps in connection with this nullah have been taken by the mosquito gang. It is believed that, after these measures which are now completed, the bad reputation attached to Morrison Hill as a fever-stricken district will be removed, and residence in the locality may again be taken up without apprehension.

LOCUSTS AND FLEAS ON THE WEST RIVER.

Native reports to hand state that for the last few days the villages along the West River have been visited by a plague of locusts and fleas, which has done a great deal of harm to mulberry and other crops. It is feared that the damage committed will be a death-blow to the silk cocoons. The presence of the fleas at this time of the year is also very curious. Victims attacked state that after a bite, the part of the flesh becomes very irritated, and a large lump rises on the skin while the person bitten feels languid and is very thirsty. The Chinese ascribe the presence of the fleas to a new phase of the "black death," or plague, for they state that about seven years ago, the same type of fleas was the forerunner of the plague.

ASK FOR ASAHI JAPANESE BEER.

THE SUGAR CONVENTION.

BRITISH SUGAR EXPORTS TO THE FAR EAST.

Diplomatic correspondence upon the ratification of the Brussels Sugar Bounties Convention was issued as a Parliamentary paper on 7th ult. It is concerned with the position of the British self-governing colonies. The British Government instructed their Ambassadors to explain to the other Powers that they would not consent to be bound to penalise bounty-fed sugar imported into England from any of the self-governing colonies, neither would they accept any reference of the question to the permanent Commission to be established under the Convention. A paper has also been issued giving a list of countries engaged in the production of sugar, together with value of exports from the United Kingdom to each of the said countries. The following figures relate to countries in the Far East. The figures show the value of total exports from the United Kingdom:—

Countries.	1897.	1898.	1899.	1900.	1901.
Dutch East	2,769,355	2,150,519	2,411,040	2,881,001	2,562,768
French Indo	—	—	—	—	—
China	73,599	76,874	81,887	68,077	105,965
Siam	154,253	151,440	166,411	205,521	237,575
Philippine Islands	474,133	329,511	428,635	1,200,750	913,878

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The only item of interest to report is the putting through, locally, of a large lot of Indo-Chinese, reported to be a thousand shares, at \$104, \$104.50, and \$105. Shanghai is said to be buying to cover "shorts." The closing quotation is \$105 to \$105.50, buyers. If shares offer \$106 may be paid. Nothing doing in other stocks.

RAUB REPORT.

The general manager's report to 25th April, is as follows:—Gentlemen,—I beg to submit my monthly report on your mining and milling operations. The mine measurements, prepared by the mine manager, show a total of 503 for the period (4 weeks), under review, made up of 41 ft. sinking, 291 ft. driving, and 171 ft. cross-cutting, against a total of 551 ft. for the previous 4 weeks.

MINES.

Bukit Koman, Main Shaft:—The station sets at the 340 Level, the dividing timbers from the 240 to the 340 Level, and the cage road down to the last named have been completed; the flat sheets and tram lines have been laid in the bottom level, and the cages and trucks are now in constant operation. Below the 340 Level special sets have been put in to cope with any possible requirement in the future, and the shaft has been closely timbered. This work has been forced, so that sinking could be resumed. To this latter, an addition of 3 ft. has been made, so that the shaft is now 22 ft. in all below the 340 Level. The water has increased, and will hamper the work somewhat, until the extra pump shall have been fixed, preparations for which are well in hand.

340 Level, Drive North.—This has been advanced 15 ft., making 23 ft. in all. The lode 42 in. wide and worth 3 dwt.; the value is not so high as last month, the lode is greatly improved in appearance.

Do., Drive South.—Here 18 ft. have been added, bringing the total to 62 ft. south of the shaft. The lode, 56 in. wide and worth 6 dwt. per ton, is a fine body of stone and promises well.

Work in the above two drives has been slightly interrupted by that in connection with the station.

240 Level North, No. 1 Winze.—To this has been added 1 ft., making the total depth 64 ft. Owing to the occurrence of an accident and to the superstitions of the Chinese miners, operations here have had to be temporarily suspended.

240 Level South, No. 2 Winze.—This has been sunk a further 6 ft., bringing the total depth to 66 ft. This being deep enough for connecting with the 340 Level when it shall have been so far advanced, the work has been stopped. For the whole depth sunk through the lode has averaged 48 in. wide and has been chiefly low grade, but with decided improvement at the bottom.

140' Level North, Drive North off No. 2 Winze.—An advance of 6 ft. makes this total 33 ft. The lode averages 15' wide and is worth about 1 dwt. It has improved since last reported on.

140 Level South, Drive South off No. 1 Winze.—This has been prolonged 12 ft., and the drive on the hanging wall branch of the lode now totals 14 ft. The lode is 48 in. wide and worth about 1 dwt., which is a falling off.

Do., Drive South off No. 3 Winze.—To this has been added 25 ft., making a total of 37 ft. The lode is 36 in. wide and is worth about 2 dwt., indicating an improvement.

Do., Cross-cut East into Koman Hill.—This now reaches 224 ft., making 31 ft. advance for the month. The ground has become much softer, and is letting out a little water.

Do., Drives from East Crosscut.—The lode referred to last month has been driven on for 15 ft. south and 5 ft. north. It averages 33 in. wide and gives 1 to 3 dwt. The quartz is very much more mixed with slate than is usual with these lodes.

Tunnel in Koman Hill Extension Eastwards.—This has been further prolonged 30 ft., making a total of 333 ft. East of the main lode, with no change. Between this point and the end of the East Adit there is yet 35 ft. to be driven to prove the whole of Koman Hill in this part. This should be accomplished early in the coming month.

Do., Cross-cut West from North Drive.—Here we have added 36 ft., making a total of 56 ft., with no fresh developments.

ASK FOR ASAHI JAPANESE BEER.

East Adit.—An addition of 56 ft. has brought this up to 340 ft. It shows nothing new.

Do., Drive North.—This end has been driven 56 ft., making a total of 130 ft. The lode is 49 in. wide and is worth 3 dwt. per ton. It now contains more iron-stained matter, and some good pinnings have been got from it during the month. Altogether it looks most promising.

Do., Drive South.—An advance for the month of 86 ft., makes this total 154 ft. The end is getting into shallow ground and, as the persistence of the lode has now been thoroughly proved, it is not necessary to proceed further with this drive. The lode for this distance has averaged 24 in. wide with a value of a little over 1 dwt.

Eastern Prospect.—After extending this to 86 ft., making the distance driven for the month 22 ft., the value of the stone was satisfactory that driving was stopped, and crosscuts were started East and West. The former has been driven 11 ft., and the latter 2 ft., but nothing of note has yet been met with.

Stopes.—We are winning stone from the following stopes:—

Above the 240 Level North: 3 stopes; lode averages 63 in. and 2 dwt.

Above the 240 Level South: 2 stopes; lode averages 34 in. and 2 dwt.

Intermediate North: 2 stopes; lode averages 84 in. and 5 dwt.

Intermediate South: 1 stop; lode averages 60 in. and 4 dwt.

140' North: 1 stop; lode averages 70 in. and 5 dwt.

At the 340 Level from the drives and backs of the drives broken for timbering, above 150 tons of quartz have been raised. The lode averages 48 in. wide, and from panning tests is worth fully 6 dwt. per ton free milling.

General.—Winding and pumping plant have been overhauled where necessary and, are working satisfactorily.

Bukit Hitam 260 Level Drive South.—This has been advanced 9 ft., making a total of 244 ft. The lode continues small and of low grade, averaging only 44 in. in width and 4 dwt. in worth.

Do., No. 1 Winze.—Here 31 ft. have been sunk, making the depth to date 48 ft. The lode matter averages 15 in. wide and has a value of about 1 dwt. Its appearance so far is not encouraging.

Do., Drives over back of Level.—Of this work 18 ft. have been done to leave an arch of ground over the back of the level above the No. 1 winze. The lode exposed averages 8 in. wide and is worth about 3 dwt.

Do., Crosscut to No. 1 winze.—The object of this was to connect the stope in the back of this level with the No. 1 winze from the 160, so as to get waste rock through into the stope for filling; 5 ft. served to connect these points.

Stopes.—The following stopes are in operation:—

Above 260 South: 2 stopes; lode 36 in. wide, value 11 dwt.

Above 160 North: 1 stop; lode 39 in. wide, value 4 dwt.

Above 160 South: 1 stop; lode 45 in. wide, value 4 dwt.

General.—One boiler has been under repairs the tubes leaking badly; the second boiler was brought into use without any cessation of work. The engine and pump are running much as usual.

Milling Return for 4 weeks to 25th April, 1903. Stamps working:—40.

Period of works:—28 days, less lost time 2.81 days for whole mill due almost entirely to repairs and cleaning plates.

Ore milled.—B. Koman 2,540 tons.

B. Hitam 823 Total 2,322 T.

Mill duty.—2.9 tons p. stamp per 24 hours.

Amalgam yield.—2,158 oz. giving 732.5 oz. melted gold, 33.94%.

Bullion Yield.—505 dwt. per ton milled=72.70% contents.

Mercury Loss.—2,731 lb. per 100 T. milled=1.58 oz. per oz. bullion.

Concentrates saved.—Blanketing, 26 tons (80% weight), assay 19.71 dwt.=175 dwt. per ton milled. Buddings, 82 tons (8% weight), assay 9.07 dwt.=254 dwt. per ton milled. Total 3,697 weight=429 dwt. per ton milled=6.22% of contents.

Tailings.—assays 1.51 dwt.=1.454 dwt. per ton milled=21.08% of total contents.

Estimated cost for 4 weeks ending 25th April, 1903.

E. ropan Salaries \$4718.40

Wages. Sundry 4049.71

Ore Raising 4394.82 13162.95

Timber fuel, and charcoal 1234.98

Sundries Royalty 1423.50

Stores 502.72

Petties 223.98 2150.20

\$21,871.09

Cost per ton=\$7.48=3.14 dwt.

C. G. WARFORD LOCK, General Manager.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer, 1/8 7/16

Bank Bills, on demand 1/8 1/2

Credits, 4 months' sight 1/8 13/16

Debits, 4 months' sight 1/8 13/16

ON BERLIN, (demand) 1/4 7/8

ON PARIS, Bank Bills on demand 2 1/2

Credit, 4 months' sight 2 1/8

ON NEW YORK, Bank Bills, on demand 41 1/2

Credit, 30 days' sight 42 1/2

ON BOMBAY, Telegraphic Transfer 127 1/2

On demand 127 1/2

ON SHANGHAI, Telegraphic Transfer 71 1/2

Private 30 days' sight 71 1/2

ON YOKOHAMA, T.T. 83 1/2

Sovereigns, Bank's Buying Rate 81 1/2

Gold Leaf 100 touch, per tael 60.50

Bar Silver 25 1/2

OPIMUM QUOTATIONS.

Today's quotations are as follows:—

MALWA NEW 4 900/920

LAST YEAR 900/920

OLDEST 900/920

PATNA NEW 900/920

BEARERS NEW 900/920

FERMAN (PAPER) 900/920

ASK FOR ASAHI JAPANESE BEER.

REPORT ON THE CAUSES AND CONTINUANCE OF PLAGUE IN HONGKONG.

(Continued.)

6. Apart, however, from the exposure of the Colony to re-infection from the mainland of China, plague is now endemic in Hongkong. Since 1898, no two consecutive months have been free of plague, and there has been a yearly recrudescence in the spring which gradually increases in epidemic force until it reaches its climax in June or July, and then rapidly decreases.

This endemicity owes its maintenance to:

(a) Infection among rats, probably often connected with infectious material in rat runs or in houses, the virus of which has not been destroyed;

(b) Retention of infection in houses which are rat-ridden, or which have escaped disinfection because of the plague patient who occupied the house having been taken to China or dumped when dead or dying into the street, or which could not be efficiently disinfected, because of the darkness and insanitary condition of the infected house; and

(c) Infected clothing of people who have been ill or who have died of plague, and whose effects have been removed to some other house without disinfection.

On the other hand, the recurrent outbreaks and epidemic prevalence are favoured by:

(a) The seasonal heat and moisture of the spring and early summer.

(b) The movement from place to place of infected rats and persons.

(c) The general insanitary condition of the interior of a great number of the Chinese tenement houses, the rooms of which are dark, damp, badly ventilated, and grossly overcrowded.

(d) The high proportion of the population which is poor, living in tenement houses, and whose habits, dwellings, persons, and mode of preparation and storage of food are not at all cleanly; who at the same time are not permanent residents, and whose susceptibilities to endemic diseases are accordingly greater than those of a more residential population.

New comers are specially prone to plague when freshly exposed to infection in insanitary houses.

7. The social scale and floating nature of the population, like the seasons, are not alterable. They are mentioned as subsidiary influences because their recognition as agents fostering an epidemic is not without its uses, inasmuch as it draws attention to the special localities and classes of population most likely to be attacked, to the movements of these classes, and to the time to prepare for an outbreak.

8. As in Capetown, so it has proved in Hongkong, that nearly always there is an infection of the locality by infected rats before cases of plague occur among human beings, and it was by the organization of a daily bacteriological examination of the rats collected in different parts of the town and subsequently taking prompt action thereon whenever infection was found, that some of the worst localities were kept comparatively free of plague. The practice thus instituted was not to wait for plague to occur in human beings but to take action in advance and deal with the precursors of plague.

9. The circumstances which have contributed to the erection of insanitary houses are explained in the preliminary reports submitted to the Government of Hongkong, and a more detailed description of the defective mode of construction is given in the conjoint report by Mr. Osbert Chadwick, C.M.G., and myself. Mr. Chadwick was commissioned at the same time as I, to inquire into the sanitary condition of the Colony, more particularly with reference to the water supply and drainage, and during his stay in the Colony we worked together on the different sanitary problems. The insanitary and overcrowded condition of the Chinese tenement houses is due partly to the limited area of building land which was available in the early days of Hongkong, and partly to the defective mode of construction of the houses and the pernicious subdivision of the rooms into separate dwelling houses for separate families without reference to the free access of light and fresh air.

The Colony of Hongkong was not always the size which it is to-day. At first there was only the Island of Hongkong on which the City of Victoria was built. Later a small strip of the mainland on the opposite or Kowloon side of the harbour was acquired, and it is only within the last four years that the boundary has been pushed back and extended inland so as to include an area of land some 20 miles broad. The conformation of the site on which the City of Victoria stands, with its rapid rise of some 1,700 feet, led in the early days to the erection of houses on the small strip of land near the harbour, and extending some distance up the hill, these houses being separated only by narrow lanes and alleyways. At the time when the population was small, and the houses were heightened, and the rooms subdivided into cubicles without windows, in order to provide for the rapidly increasing population, a dangerous concentration of population to the extent of 600 to 800 persons per acre resulted, and the areas and the houses so treated have become extremely insanitary. It is chiefly in the City of Victoria that these conditions exist, but even in Kowloon, with wider streets, the tendency to provide insufficient air space between the backs of houses, and to continue the sub-division of rooms into cubicles without windows, is common.

10. The experiments undertaken demonstrate that pigs, calves, sheep, hens, ducks, geese, turkeys, and pigeons are, in addition to rats, susceptible to plague, and particularly so when fed with plague material.

The Chinese have generally maintained that these animals and birds suffer from plague, and evidently their observation, as in many other instances, is correct, though their theories as to causation need not be considered.

That these animals of the farmyard and of the backyard of domestic dwellings are affected with plague is an important fact bearing on the continuance of plague in some localities where these animals are numerous; while the fact that they take plague by feeding has to be borne in mind in any future consideration of the different modes

a thorough knowledge of Chinese and speak and understand English, more early and reliable information is likely to be gathered by them than is possible at present.

This year a Chinese medical man who had been trained in America was engaged to attend the Chinese in the plague hospital, and it was found that at several that objected to be removed to hospital no longer objected when they understood they would be attended by a countryman of their own.

13. In addition to the foregoing special organization for plague work under the direction of the medical officer of health, the sanitary administration of the Colony requires to be placed on a wider basis in order that the complicated and urgent health problems which always arise in a thriving and expanding commercial centre shall be economically and successfully dealt with.

Though the trade and population of Hongkong have grown marvellously during the past few decades, yet those who are in a position to form a just opinion are unanimous in believing that the Colony is only in its infancy as regards growth and importance. Merchant, soldier, and sailor, each looking at the future prospects of Hongkong from his own point of view, have confidence in its rising greatness.

It is evident from the condition of Hongkong that the sanitary administration has not been able successfully to cope with the forces which make for deterioration and disease. Since the advent of plague in 1894, much has been done to improve it, but a good deal still remains to make it efficient.

The most noticeable feature in regard to sanitary matters in Hongkong is that no one is responsible. Independence of action by different officers and absence of co-ordination tend to spasmodic action and inefficiency. There is a Sanitary Board and a President, who meet at stated times and discuss public health matters, but their functions are advisory. There is the medical officer of health and assistant medical officer of health for the Colony, whose duties are executive, but there is no administrative head who is responsible to the Government for the conduct of health matters in the Colony and for the maintenance of a continuous and progressive policy.

It is advisable that all municipal health matters be brought more or less under one department, controlled by a sanitary or health commissioner who would be the administrative officer. The more ample work to occupy the whole time of such an officer. In addition to being President of the Sanitary Board he would administer the several branches of the Public Health Department, dealing with the health questions relating to water supply, sewerage, and drainage; alignment and laying out of streets and back lanes; the prevention of the crowding together of new houses, or the formation of new unhealthy areas; the scrutiny of plans of new houses, and the enforcement of compliance with the requirements of health, the preparation of schemes for the consideration of Government in connection with the demolition of insanitary areas, and the reconstruction of sanitary lines; the provision of markets, public latrines, urinals, bath-houses, &c.; and the general enforcement of the Public Health Laws. Lastly, he would be responsible to Government for the efficient working of the Department, and, like the Director of Public Works, should have a seat on the Legislative Council. Mr. Osbert Chadwick, C.M.G., is also strongly of opinion that a Sanitary Commissioner is required.

14. At the request in Council of Sir William Gascoigne, K.C.M.G., the officer administering the Government of Hongkong, Mr. Chadwick and I, assisted by Dr. Clark, the Medical Officer of Health for the Colony, drafted a Public Health Bill which amends and consolidates the Public Health Ordinances of Hongkong. It gives more control over buildings and the laying out of streets, and greater power with reference to the prevention of overcrowding. The principles of the Bill have been in the main accepted by Government and doubtless will soon become an Ordinance.

With this Act in force, and a Public Health Department organized on the basis recommended, with a Sanitary Commissioner as its administrative head, the Government will be able, not only to cope with plague, but will be gradually able to improve the sanitary conditions of the Colony and to prevent in the future those conditions arising which have in the past proved detrimental to its health.

I have the honour to be, Sir,
Your obedient Servant,
W. J. SIMPSON, M.D., F.R.C.P.
December 22nd, 1902.

PART I.

PLAGUE IN CHINA.

(a) BEFORE THE OUTBREAK IN CANTON IN THE SPRING OF 1894.

1. China possesses an unfortunate reputation for being the source of many epidemic diseases which have invaded the West, but it must be admitted that this evil reputation is based on very slender grounds, as most of the accounts concerning infectious and contagious diseases having originated therein are based more or less on rumour or conjecture. It could not be otherwise, for the immensity and isolation of China have always rendered it a terra incognita.

2. The plague of the 14th century, called in subsequent history the Black Death, which ravaged Europe and which was the most destructive pandemic known in history, was set down by the inhabitants of the West of that period as coming from Cathay. In those days, when most of the trade from the East was overland, the caravans were one of the means of transporting disease from place to place, and it is supposed that the infection of plague was brought in the caravans conveying the merchandise from Northern China along the great northern trade routes between the East and the West. Whether the pandemic of the 14th century began in China and extended thence to the West, or whether it began in India or some adjacent country, there is at present no evidence to furnish an answer. Chinese records, so far as is known, are silent on the subject. From Chinese authorities I gather there is no allusion to any great plague at that time either in Northern or Southern China. Not that any importance can be attached to the absence of entry in the chronicles, because loss of life from disease in China, unless on an enormous scale, is not likely to attract attention and become the subject of record.

In 1346, Southern China seems to have been free of plague in its large centres, otherwise the disease is likely to have been referred to by Ibn Batuta, the great Moorish traveller, who was there in that year, and who on his voyage home met with the plague in Damascus and describes its great mortality in that city.

3. As regards the source of the existing pandemic of plague, there is not the same uncertainty. The disease sprang from Southern China, where it has prevailed in an endemic form for sixty years or more. It is possible to be definite on this point in consequence of a better knowledge of Southern China which is contemporaneous with the free admission of foreigners into the interior, first brought about by the influence of the British. Since the acquisition of Hongkong in 1841, and the subsequent opening of the treaty ports to commerce in 1860, a vast change has occurred in the relationship of China and Europe. In addition to increased trade at the commercial ports a host of missionaries, explorers, and merchants have penetrated into the interior of the country and reached parts which no foreigner had previously visited. They have given accounts of their experience, with the result that, though the interior of China as a whole and its internal affairs are still veiled from foreigners, yet much more is known concerning important events occurring there ever before. A favourite province for exploration was Yunnan, because of its proximity to Burma, Siam, and French Annam, its reputed richness in minerals, and its possibility of becoming a highway to Western and Central China. The sixties and seventies of the 19th century were remarkable for the number of intrepid travellers who traversed Yunnan and other parts of China. Lagrée, Granier, Cooper, Spry, Sladden, Dupuis, Rocher, Richi, Margary, Grosvenor, Baker, Gill, and later Colquhoun and Bourne, all distinguished themselves as modern pioneers.

4. It was during one of these explorations, that M. Rocher in 1871, i.e., over thirty years ago, came across plague in the Province of Yunnan. This province is situated at the eastern confines of Burma and Tibet, has Tonking on the south, the province of Szechuan on the north, and the provinces of Kwangsi and Kwangtung to the east. It is very mountainous, with high and fertile plateaux, which rise towards the central portion of the province to between 6,000 and 7,000 feet. Talifu and Yunnanfu, two of its chief cities, are situated on the shores of inland lakes and on plateaux, respectively 6,000 and 6,500 feet in height.

5. The province of Yunnan, isolated by its position and its physical features, has only a limited intercourse with its neighbours and with the treaty ports. There are trade routes connecting Talifu and Yunnanfu with Burma, Tibet, and the Province of Szechuan, but the mountainous character of the country which has to be traversed and the cost and difficulties of transport, which has to be effected by pack animals, cause them to be little used. Caravans from Tibet pass Li Chiangfu on their way to Ssumao for tea.

The trend of intercourse and trade, so far as it is developed, is towards Tonking and the Province of Kwangsi, Kwangsi, and Kwangtung, where, following the course of the Red River in Tonking and the West River in Kwangsi and Kwangtung, the journey can be undertaken in boats for at least some part of the way. Both the Red River and West River rise within the boundary of Yunnan, and form more or less natural trade outlets for the province. The Red River is navigable from Manhao in Yunnan, and passes through Tonking to Haiphong in the Gulf of Tonking. This route, notwithstanding its advantages, has not been a favourite. The West River is navigable from Posh, a small town situated on the borders of Yunnan and Kwangsi away down to Nanningfu, Wuchowfu, and Canton. Even this route has been seldom used further east than Nanningfu. Almost invariably, until recent years, Yunnan goods brought down the West River as far as Nanningfu have, at that point, been taken from the boats and carried across country on pack animals to Pakhoi and more recently to Moulik. Similarly, goods intended for Yunnan have entered Pakhoi, been conveyed overland to Nanningfu, been there transferred to boats, taken up the river to Posh, and then overland again to the towns of Yunnan.

There is yet another trade route from Yunnan through the Kwangsi Province. It is more northerly than that by Posh, Nanningfu, and the West River, which it, however, joins before this waterway enters the Province of Kwangtung. The route is overland, and in an easterly direction from Yunnan to Kingiwo in Kwangsi. It here meets the River Lieou Kiang, and becomes a water route to Lauchau, which is a great distributing centre, goods from the west being sent to the Yunnan and Kwangsi Provinces, and vice versa. At Lauchau the route branches into two, one going overland in a north-easterly direction to Kweilin, the capital of Kwangsi, and thence by water due south to Wuchowfu. The other branch is by river, via Taamchau to Wuchowfu.

6. The Province of Yunnan, at the time of M. E. Rocher's visit, was in a state of rebellion. The inhabitants, chiefly Mohammedans, had risen against the Imperial Government, and such was their power that it took some twenty years to subdue them. The traveller found large tracts of the country devastated or deserted, and everywhere signs of depopulation and of the ravages of warfare, great numbers of the inhabitants having been killed in battle, or afterwards massacred. To the miseries of war and of famine were added those of pestilence,

the infection of which was often carried by the rival armies from village to village and town to town. What proportion of the depopulation of Yunnan was due to fighting, and what proportion to massacres, famine, and pestilence, is unknown, but their combined effect was to convert a populous and thriving province into a country with a few inhabitants, and one which had to be re-peopled by immigrants.

7. That the pestilence was plague there can be no doubt. M. Rocher's description of the disease, and its association with swellings in the armpit, groin, and neck, allow of no other conclusion. His account of the disease is given in the Appendix, with a chart on the Map of Southern China showing the course of the epidemic from town to town in the Province of Yunnan. An earlier but similar account by M. Emile Rocher was translated by Dr. Manson, medical adviser to the Colonial Office, and appears in the "Medical Reports" for the half-year ended 31st March, 1878, published half-yearly by the Inspector-General of the Chinese Customs Service. It will be noted that the first sign of the disease in an epidemic form was a sickness and mortality among rats. How and when plague first came to Yunnan is unknown. It evidently existed there before the Mohammedan rebellion, and it was only the conditions of warfare which brought it markedly into prominence. There are traditions of the infection having been imported from the western frontier of Yunnan, and M. Rocher thinks that it may have been introduced from Burma. Possibly Mohammedan pilgrims returning from Mecca in the early part of the 19th century, when plague was prevalent in Egypt and Arabia, may have introduced it into Yunnan. That this journey was occasionally undertaken is evidenced by the fact that Ma Te-hsing, the high priest of the Mohammedans of Yunnan, and leader of the rebellion, visited Mecca in 1893, travelling from Yunnan to Bhamo by the caravan route, and then by boat to Rangoon, where he embarked in a pilgrim's ship. Having spent some time in the Sacred City, Ma Te-hsing visited Egypt and Constantinople, and returned in 1846 to Yunnan, by the river of Canton of West River. But against this view of the importation of plague by pilgrims in the 19th century there is evidence of a fatal sickness having occurred among rats and human beings in Yunnan, as far back as the last decade of the 18th century, which tends to indicate that some portion of Yunnan has been an endemic centre for over 100 years at least.

For the purposes of this report, the question as to whether Yunnan has been an endemic centre for over 100 years is not an important one. It is sufficient to know that plague has existed in Yunnan since 1871. Baker met with the disease in his travels through Yunnan in 1877. Monier Fenouillet, Bishop of Yunnan states that, in 1866 a large portion of the population of Yunnanfu succumbed to plague, and M. Rocher, in a second visit to Yunnan, found that plague began to be known in 1840, but long before that time it had existed in the western part of the province without prevailing epidemically.

8. The first medical account of plague in Southern China is given by Dr. Lowry, of Pakhoi, in 1882, the year he was first stationed there as Medical Officer to the Customs. His "Notes on an Epidemic Disease observed in Pakhoi in 1882" are reproduced in Appendix C, and are extremely valuable because of the very careful and accurate manner in which the disease is described, and because of the comparisons made between it and the plague of Yunnan and of Northern India. Dr. Lowry also observed the mortality in rats which accompanies the disease.

He remarks that "in nearly every house where the disease broke out the rats had been coming out of their holes and dying on the floors." The disease was not new to Pakhoi, nor to Lienchow, a city about 12 miles distant. In 1871, Mr. T. E. Cocker, the present Deputy Commissioner of Customs at Hongkong, visited Pakhoi, and at the time of his visit there was a severe outbreak of the disease, accompanied by a mortality, not only among rats, but also among pigs and cattle. Mr. Scott, the present Consul-General of Canton, saw cases of plague in Pakhoi in 1879. It was then called the "Yunnan sickness" by the Chinese. Mr. Netten Radcliffe, of the medical department of the Local Government Board of England, in his memorandum on the progress of Levantine Plague in 1878 and 1879 records some important information regarding plague at Pakhoi, derived from Surgeon A. R. Lynch's Journal for H.M.S. "Mosquito," on the Chinese Station, 1879. It is accompanied by a map showing the presumed route taken by the plague from Pakhoi to Yunnan; and though the map is doubtless correct in showing the localities affected, it is incorrect as to the direction of the route by which plague spread, which was originally from Yunnan to Pakhoi, and not from Pakhoi to Yunnan.

Dr. Lowry states in his notes that "the epidemic which I have observed in this district does not seem to be an old disease, as it occurred for the first time about fifteen years ago, and since that time has occurred at certain intervals, the last severe outbreak being in 1877. I am told, however, that a few cases occur every year, but my short residence has not given me an opportunity of verifying this statement." Dr. Lowry further states, in reply to some questions on the subject, that plague first appeared in Pakhoi in 1867. It is to be noted that this was at a time when the Mohammedan rebellion in Yunnan was in full force, and troops raised in Hainan and the Pakhoi district were engaged at the seat of war.

9. Pakhoi is not a large town, nor an old one. The population to-day is about 20,000, and it dates back only to 1852, when some Cantonese merchants settled there. It seems to have thriven fairly well, for it was one of the treaty ports agreed to be opened to foreign trade in 1860, though the actual opening did not take place for some years later. Its principal and

most direct connection with Yunnan is to be seen on the map appended. The route is long and difficult, partly by land and partly by water.

From Pakhoi to Nanningfu the journey has to be accomplished overland, from Nanningfu to Posh by the West River, and from Posh to Yunnanfu again overland. Cotton goods are the principal staple article taken from the Port of Pakhoi to Yunnanfu, and there they are exchanged for tin and opium which are brought to the coast.

During the Mohammedan rebellion trade was much disturbed, and under the peculiar conditions it is less likely that plague was imported from Yunnan, by the ordinary limited intercourse of traders, into the Pakhoi district and the island of Hainan, than by the movement of Chinese troops, many of which, as previously stated, were drawn from the island of Hainan and from the western prefectures of Kwangsi and Kwangtung close to Yunnan. No doubt there would be many traders with the troops for the purpose of supply. This latter view of the manner in which plague spread from Yunnan to Pakhoi appears to be held by the Chinese, and it is more in accordance with that which is known concerning the rapid spread of epidemics from one distant locality to another, namely, that these epidemics of a sudden and rapid growth are usually associated with large movements of population. An epidemic of plague occurs in Yunnanfu in 1869 which decimates the population while they are in the midst of war, and in 1867 Pakhoi is attacked, one of the homes of returning troops from Yunnan.

This distance between Yunnanfu and Pakhoi is about 3,000 li and it takes about forty-eight days to travel from one to another. What intervening localities were attacked is unknown, but it is unlikely they escaped.

Once the disease was established in Pakhoi it seems to have become endemic for eighteen years. There was a severe epidemic in 1877. Every year it recurred and prevailed more or less from March to June until 1884, when from the reports of the Medical Officer of the Customs it seems to have ceased until re-infected in 1894. This spontaneous cessation of the plague is a phenomenon which has not infrequently manifested itself in small towns, occasionally in large cities, and rarely in commercial towns, such as Smyrna and other busy entrepôts of trade in close communication with infected centres.

10. Although Pakhoi seems to have enjoyed a freedom from plague for ten years, from 1884 to 1894, the disease was far from being extinct; it not only continued to prevail in the Province of Yunnan and at varying intervals in the neighbouring towns of the Kweichow, Kwangsi, and Kwangtung Provinces, but it was also present in the adjoining prefectures to that in which Pakhoi is situated. They are localities away from European contact, and it is only incidentally that plague is discovered to prevail in them. Distant from the coast ports, from the customs stations, or from missionary outposts, news becomes exceedingly scanty, infrequent, and unreliable, and occurrences, however important or disastrous they may be to the localities affected, but rarely come to the ears of Europeans. It is certain that from 1890 a gradually extending area of the western parts of Kwangsi and Kwangtung was becoming affected with plague, but it is only in fragments of news that this fact is gathered.

In Dr. Sharpe's report on the health of Pakhoi for 1890 plague is thus referred to as occurring in some of the Kwangsi towns:—By a letter lately received from Lungchow we learn that bubonic plague (yang-tzu-cheng) or as it is known at Pakhoi, li-tzu-cheng, made its appearance there during the latter part of March this year. Having originated in Yunnan, it passed through the town of Posh and the prefectural cities of Nanning and Taiping in Kwangsi, and thence to Lungchow, also in Kwangsi. Considering that a certain amount of merchandise passes regularly between Nanning and Pakhoi it might be supposed the plague might find its way here, but up to the date of this report no cases have occurred since the spring of 1884.

The epidemic at Lungchow disappeared in April, 1890, after a heavy fall of rain. The next outbreak at Lungchow is heard of in 1893. As soldiers were the first victims of the outbreak, Dr. Simmonds, who was at Lungchow at the time, was of opinion that the disease was imported into the garrison of Lungchow from Lienchow, a frontier town on the borders of Yunnan. There was another epidemic in Lungchow in 1891, which was evidently a recrudescence of the outbreak of the previous year.

11. Notwithstanding that the plague did not reach Pakhoi from Lungchow, Taiping, or Nanning, we find that in 1891 Kaohiao, which is on one of the main trade routes from Taiping to Canton, and nearly 200 miles east of Pakhoi and nearer Canton, is affected by an epidemic of plague. Nor was the prefecture in which Pakhoi is situated free from plague even when that plague prevailed in March and April of 1891 in a district near Ampu. Thus:

"The native population in the immediate neighbourhood has not been visited by plague or any epidemic since influenza was prevalent during February of last year; but in a district near Ampu, about 100 miles to the east of this port, bubonic plague carried off a large number of people during March and April. I am informed by one of the French missionaries who has resided for many years in the neighbourhood of Ampu that 'bubonic' plague is endemic in a small district near that place, and that isolated cases will be found there at any time of the year, but that during the early spring of some years the disease occurs as an epidemic, and then the only chance of escape is to leave the district until heavy rain has fallen."

12. Still further east than Pakhoi or Ampu is Moulik, which is south of Kaohiao and near

the French possession of Kwan-shan-wan. From a medical missionary I learn that a severe sickness which is believed to have been plague prevailed at Moulik in 1890, and from Dr. Swan of Canton that early in 1893 a severe epidemic which was ascertained to be plague, and which destroyed several hundreds of the inhabitants, attacked the locality. Moulik is about 300 miles south-west of Canton. It is evident that in the three years from 1890 to 1893 plague was every now and then reported as prevailing in different places in the south-western portions of the two provinces of Kwangsi and Kwangtung.

13. If we now go back to the Yunnan Provinces we shall find that as soon as the Customs opened a station at Mengtze, one of the principal towns in the south-east of the province, plague is immediately reported as epidemic there. It is the usual history of plague in China. Nothing is heard of it in a particular locality until that locality is visited by a European. The disease prevailed in Mengtze for many years prior to the advent of the Customs officers, but it was not discovered and described by a European medical man until 1894. By the time Dr. Michoud's report on plague in Mengtze was issued the disease had appeared in an epidemic form in Canton, Hongkong and Macao.

Mengtze is situated in the south-eastern part of Yunnan, in latitude 23° 34' N., and longitude 103° 36' E. Like most of the principal towns of Yunnan, it is in the middle of a large plateau elevated 4,500 feet above sea-level and surrounded by mountains rising from 6,000 to 9,000 feet above the sea-level. The town is the centre of a large traffic between Yunnan and Tonking.

The Imperial Chinese Customs opened a station at Mengtze in 1890, and the European officers on their arrival found plague prevailing. It had recurred every year in Mengtze since 1885, and first appeared there in 1874. There was a severe epidemic in 1892, but according to native reports, the epidemic of 1893, which continued during the months of June, July, and August, was, compared with previous epidemics, not particularly severe. Dr. Michoud, in describing the epidemic, remarks that "however, out of an estimated population of 10,000 or 12,000, a thousand people died. Carried outside the dwellings, the victims of plague lay dead or dying unheeded in the streets, or set in rows leaning against the city wall. We saw, on some roads, dogs and pigs feeding undisturbed on corpses which no one cared to bury. These animals fell victims to their voracity and succumbed to the plague." Dr. Michoud continues: "In some places whole families disappeared. At the beginning of the last epidemic, we were called to the young son of the Chen-tai (Chinese general) of Mengtze. The poor boy had just been given over by the native doctors, who, probably from fear of displeasing the father would not declare the nature of the disease. As we were aware of a case of yang-tzu-cheng having already occurred in the Chen-tai's yamen—considering, too, the rapid evolution and extreme gravity of every symptom exhibited by the little patient—disregarding, at the same time, the hypothesis of heat-stroke or perniciosis intermittent fever, we had no hesitation in spite of the absence of any external adenitis (and to the great displeasure of the father) in diagnosing yang-tzu-cheng. Although ready to do our best we insisted on the probable failure of any treatment, and urged the necessity for immediate and energetic disinfection in order to ward off further diffusion of the disease. The boy died shortly afterwards. None of the measures advised were taken, because the native quacks denied the accuracy of the diagnosis. Doubtless the failure of our treatment had discounted the value of our advice. However that may be, the Chen-tai, an old warrior who had spent his whole life in Yunnan, and had passed unscathed through the previous epidemic which decimated the country, was, in a few days after the death of his son, attacked by yang-tzu-cheng and speedily perished. Some of his wives and many of his relations and servants, were in succession attacked, all the cases ending fatally. The people that died from yang-tzu-cheng in that yamen before the end of that epidemic numbered at least 25."

14. The epidemic described at Mengtze, following as it did a severe epidemic in 1891, occurred in May, June, and July of 1893. Two months later the disease is stated to be epidemic in Lungchow and in many towns of the Kwangsi Province, such as Nanningfu and Kwaian, the latter of which is not more than 200 miles from Wuchowfu.

15. In connection with the prevalence of plague in Yunnan and its spread to Southern China, the following remarks of M. E. Rocher are interesting: "As it was to be feared that either the Canton River by Paise, or the Red River by Manghao and Laokay, would become infected by the disease, I reported the matter to the (French) Colonial authorities. I do not know what steps were taken, but in 1892 the inhabitants of Manghao, on the banks of the Red River, reported that plague had made its appearance, and soon afterwards the same news came from Paise, from which place it descended to Pakhoi and Canton." (Appendix E.)

16. It is clear that plague was extensively diffused at this time. It was epidemic in Mengtze in 1893, and the several years previously. It was also epidemic in some of the south-western towns of Kwangsi, especially those situated on the West or Canton River, and it was more or less prevalent in the south-western districts of Kwangtung. The existence of plague in these places excited no interest beyond the localities affected, and it was not until the disease reached the Delta of the West River and attacked Canton, the capital of Kwangtung, and an epidemic of exceptional proportions began to devastate the city in the spring of 1894, that the fact that plague in a dangerous form existed in China became generally known to the Europeans living in that country.

(b) AFTER THE OUTBREAK IN CANTON IN 1894.

1. Canton is the chief port, as well as the largest and most important city in South China. It is the capital of the Kwangtung province, and contains a population variously estimated at 1½ to 2 millions. Situated in 23° of latitude N., and 113° 14' longitude on the banks of the Pearl River, it is some 70 miles from the coast, and in the centre of a district traversed and intersected with waterways, formed by the convergence of several rivers from the north, east, and west. By this network of waterways, Canton is connected with the chief towns and districts in Kwangsi and Kwangtung. At the mouth of the Pearl River lies Macao on one side, and the Colony of Hongkong on the other.

The inland water communications of Canton extend westward to the borders of Yunnan and Kweichow. The Sikiang, or West River, or Canton River as it is sometimes called, is navigable for small steamers as far as Wuchowfu. From there is Nanningfu the passage is more difficult on account of some dangerous rapids, but native boats make it successfully, and ply between the two towns. From Nanningfu to Posh the river is suitable for light-draught boats, which are busily engaged in carrying produce to and fro. Posh is on the borders of Yunnan, and the produce reaching it by boat is taken by pack animals overland to Mengtze.

West of Nanningfu a branch of the river leads to Taipingfu and Lungchow. It will be seen from the map that Mengtze and Lungchow, both infected centres of plague, are on lines of direct communication with Canton. The West River is the natural and most convenient trade route for produce and traffic from Yunnan, Lungchow and the greater portion of the Kwangsi province, but, as previously stated, notwithstanding the advantages of this route, it used not to be favoured by Chinese merchants, who preferred to take their merchandise from Nanningfu overland to Pakhoi, rather than direct to Canton. The reason of this was partly because it was a shorter route to the coast but mainly because of the numerous link charges between Nanningfu and Canton, there being no fewer than sixteen link stations. This was altered in 1891, and the system of transit passes introduced, which resulted in a greater use of the West River for the conveyance of produce and passengers both to and from Canton.

Whether plague reached Canton from the infected towns and villages of the south-western part of Kwangtung or direct from Yunnan and Kwangsi by the West River is immaterial. Probably the infection arrived by both channels; but, whichever was the first, the original source was Yunnan. Fatshan, a town situated on the delta of the West River and a few miles from Canton, is said by some Chinese gentlemen to have been infected in 1893. It is the custom of the Chinese to send their dead to be buried in their native village or town, and the infection at Fatshan is attributed by them to bodies of persons who died of plague at Mengtze having been sent to Fatshan for burial in badly fitting coffins. The first cases in Fatshan occurred in families who were connected with Mengtze. It has already been noted that both at Mengtze and Lungchow, plague occurred among the military stationed at each place, and it is a curious fact that the first case in Canton seen by a European physician was in the family of a soldier.

2. The first recorded case of plague in Canton occurred on January 16th, 1894, when Dr. M. Niles was called in to see General Wong's daughter-in-law, who was reported to be suffering from a "boil," and who, when seen, was found to have a very painful swelling in the inguinal region, a temperature of 104.8 with a pulse of 150, and a petechial eruption. The patient recovered, but the boils, owing to sinuses forming, took a very long time to heal. Out of seven cases seen by Dr. M. Niles up to May 2nd, in no fewer than four purpuric spots appeared before death. In a number of cases met with the illness was of a light character, for instance, Dr. Niles records a case in which "a lady came in a chair but walked into the office. She looked perfectly well, temperature, pulse, and digestion normal. She said she had fever six days before, and the following day when taking a bath discovered a swelling in the inguinal region, of which she had not previously been aware, and which caused her no pain. I examined the boils and saw for myself." This case is suggestive of other similarly mild cases and the likelihood of these occurring at an early stage of the outbreak without attracting any special attention. Dr. Niles further states, "It has been noticeable in the people that rats in infected houses have died." In the house where the child from the school was visiting when she took the disease thirteen dead rats were seen; out one morning. One of the officials, I am told, offered in cash for every dead rat brought to him. He had collected 35,000 in one month; 2,000 were brought to him in one day."

It was only towards the end of March that the disease began to attract attention. Dr. Alexander Rennie reports that "a few stray cases occurred in the beginning of March, but it was not until the end of the month that attention was awakened on account of its fatal prevalence in a poor neighbourhood near the south gate of the city, and also in Nan-sheng-li, a quarter occupied by Mohammedans, among whom the mortality was very high. At this time the type of the disease was exceedingly severe—of those attacked quite 80 per cent. dying. Towards the middle of April the cases we saw were of a milder type, but the disease subsequently became more severe, and extended its boundaries to other parts of the city and also to Hoiann, the maximum mortality being reached about the middle of May. Rain fell copiously during the month of May and beginning of June, so that many streets were under water; the temperature remained comparatively low. But both these factors seemed to favour the propagation of the disease, as by the beginning of June it was rife in the western suburbs as well

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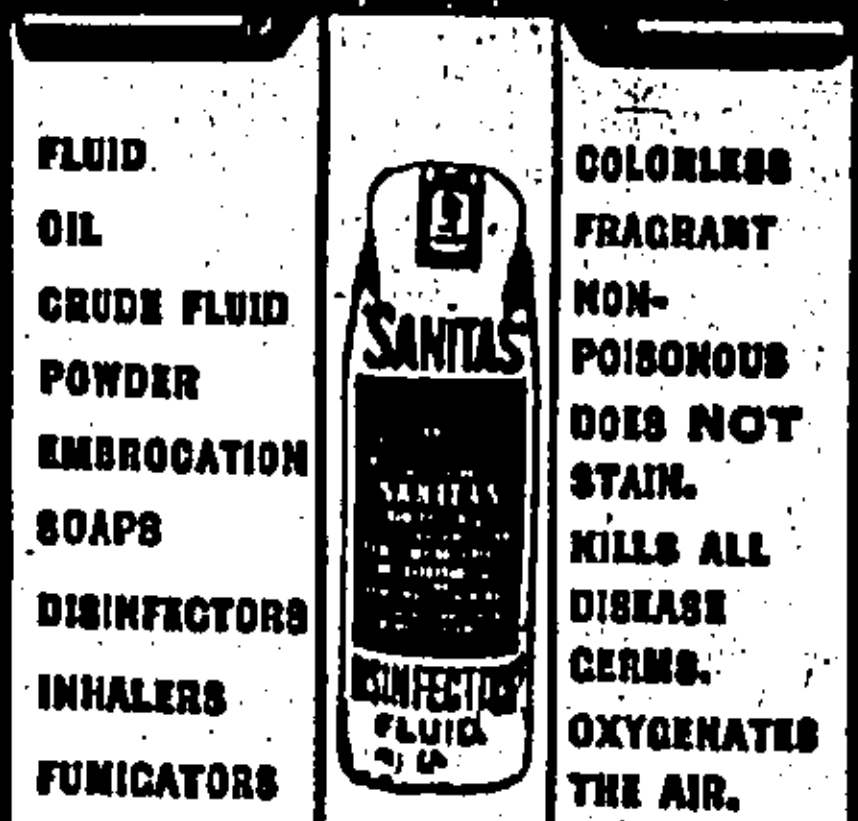
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Arrivals.

Rohilla Maru, Jap. s.s., 2,399, Bishop, 16th May.—Manila 14th May, Gen.—T. K. K.

Clara Jensen, Ger. s.s., 1,714, Bendixen, 16th May.—Chinkiang 12th May, Gen.—J. & Co.

Simongan, Dut. s.s., 1,202, Huberth, 16th May.—Chefoo 10th May, Gen.—Yuen Fat Hong.

Cheung Chew, Br. s.s., 1,213, Frampton, 16th May.—Singapore 11th May, Gen.—Chinese.

Skull, Tor. s.s., 914, Haussen, 17th May.—Bangkok 9th May, Rice and Timber.

Mensong Siam, Br. s.s., 1,202, Koch, 17th May.—Bangkok 9th May, and Hoihow 16th, Rice, Pigs and Cattle.—N. D. L.

Chowfa, Ger. s.s., 1,005, Kohler, 17th May.—Bangkok 10th May, Rice and Timber.—B. & S.

An Pho, Br. s.s., 966, Kynoch, 17th May.—Saigon 12th May, Rice and Gen.—B. & Co.

Phuyen, Fr. s.s., 1,246, Thomas, 17th May.—Yokohama 7th May, and Moji 10th, Gen.—B. & Co.

Progress, Rus. s.s., 541, Moller, 17th May.—Touan 14th May, Coal and Rice.—E. A. T. Co.

Anamba, Dan. s.s., 1,158, Carlsen, 17th May.—Wuhu 12th May, and Chinkiang 13th, Gen.—M. & Co.

Apenrade, Ger. s.s., 550, Uderup, 17th May.—Haiphong and Hoihow 16th May, Rice and Pigs.—J. & Co.

Progress, Ger. s.s., 687, Bremer, 17th May.—Touan 15th May, Rice.—S. & Co.

Fochow, Br. s.s., 1,228, Smale, 17th May.—Canton 16th May, Gen.—B. & S.

Tetanton, Ger. s.s., 1,570, Dist, 17th May.—Singapore and Hoihow 10th May, Gen.—S. & Co.

Borneo, Ger. s.s., 2,168, Muhle, 17th May.—Sandakan 12th May, Gen.—M. & Co.

Caledonia, Fr. s.s., 2,089, Mariatte, 18th May.—Shanghai 15th May, Mails and Gen.—M. M.

Babelsberg, Ger. s.s., 1,379, Reckmann, 18th May.—Samarang 10th May, Sugar.—E. A. T. Co.

Whampoa, Br. s.s., 1,100, Laver, 18th May.—Shanghai 14th May, Gen.—B. & S.

Kumano Maru, Jap. s.s., 3,1

Vessels	From	Agents	Due
Hong Kong Maru	Shanghai	P. M. Co.	May 18
Athenian	Shanghai	C. P. R. Co.	May 18
Kasuga Maru	Nagasaki	N. Y. K.	May 18
Stuttgart	Singapore	H. & S.	May 19
Nanchang	Cheloo	B. & S.	May 19
Nanchang	Singapore	M. & Co.	May 21
Chusan	Singapore	P. & O.	May 22
Benlomond	Singapore	G. I. & C.	May 22
Vindobona	Singapore	S. W. & Co.	May 22
E. of China	Vancouver	C. P. R. Co.	May 29
Indrasambha	Pland, Or.	P. & A. Co.	June 3
Chingtu	Sydney	B. & S.	June 3
Preussen	Genoa	M. & Co.	June 13

Hongkong & Whampoa Dock Returns.	at	Kowloon	Dock
H.M.S. Sandpiper	"	"	"
Benvorlich	"	"	"
Thea	"	"	"
Triglar	"	"	"
H.I.G.M.S. Jaguar	"	"	"
H.I.G.M.S. Lucius	"	"	"
Tayabas	"	"	"
Montanes	"	"	"
Canton River	"	"	"
San Joaquin	"	"	"
Taichow	"	"	"
Guerneur	"	"	"

Ships Passed The Canal.
 Outward—15th April—C. Fera, Laeiza, Ratella. 17th April—Machoon, 21st April—Hendomond, Glenesh. 28th April—Indrawadi, Redvers, Hock n. 1st May—Triste, Danberg, Manila. 5th May—Roan. 8th May—Annam, Tamba Maru, Radentia. 12th May—Seneca, Gleninchy, Yang Tse, Benvenut, Kish. 16th May—Ceylon, Ernest Simons, Tenkai, Telemachus, Dunbar, Valdemar.
 Homeward—15th April—Vindobona. 17th April—Ajux. 21st April—Canton, Reutgart, Nestor, Oceanien. 29th April—Stuttgart. 1st May—Andalusia. 5th May—Candia. 8th May—Opuck, Macduff.
 Arrivals at Home—1st May—Glengyle. 5th May—Machoon, Sydney. 8th May—Prinz Heinrich, Malta. 12th May—Formosa. 12th May—Indradeo, Shimosa, Kanakura Maru. 16th May—Kintuck, Sachsen.

Post Office.

A Mail will close for—
 Swatow, Amoy and Foochow—Per Haimun, 19th inst., 9 A.M.
 Canton—Per Haimun, 19th inst., 9.30 A.M.
 Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per Iyo Maru, 19th inst., 11 A.M.
 Bangkok—Per P. C. C. Kiao, 19th inst., 11 A.M.
 Straits, Colombo and Bombay—Per China, 19th inst., 1 P.M.
 Macao—Per Haimun, 19th inst., 1.15 P.M.
 Shanghai—Per Lo nemoon, 19th inst., 3 P.M.
 Canton—Per Anping, 19th inst., 3 P.M.
 Shanghai—Per Woonung, 19th inst., 4 P.M.
 Namtiao—Per Taitte, 19th inst., 5 P.M.
 Canton—Per Pawan, 19th inst., 5 P.M.
 Canton—Per Fatsch, 20th inst., 9 A.M.
 Swatow, Amoy and Foochow—Per Anping Maru, 20th inst., 9 A.M.
 Singapore, Penang and Calcutta—Per Lightening, 20th inst., 11 A.M.
 Nagasaki, Kobe and Yokohama—Per Kumamoto Maru, 20th inst., 11 A.M.
 Macao—Per Haimun, 20th inst., 1.15 P.M.
 Manila—Per Sangki one, 20th inst., 3 P.M.
 Manila—Per Yuenwang, 20th inst., 3 P.M.
 For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Kasuga Maru, 20th inst., 3 P.M.
 Kunchuk and Samshui—Per Tungkong, 20th inst., 4 P.M.
 Namtiao—Per Taitte, 20th inst., 5 P.M.
 Canton—Per Haimun, 20th inst., 5 P.M.
 Manila—Per R. Hilla Maru, 21st inst., 10 A.M.
 Moji, Kobe, Yokohama, Manzanillo Mexico and San Francisco—Per L. Hian, 21st inst., 11 A.M.

SHIPPING IN HARBOUR.

Vessels Name	Flag	Tons	Master	Arrived	From	Cargo	Agents	Destination	Will Depart
Steamers.									
Achilles	Br.	4,408	Williams	May 13	Tacoma.	Gen.	B. & S.		
Amigo	Ger.	771	Hansen	May 13	Cheloo.	Gen.	J. & Co.		
An Pho	Br.	966	Kyach	May 17	Saigon.	Gen.	B. & Co.		
Anping Maru	Jap.	1,053	Goto	May 16	Foochow.	Gen.	O. S. K.		
Apenrade	Ger.	650	Ulderup	May 17	Haiphong.	Rice & Pigs.	J. & Co.		
Atagonia	Ger.	3,502	Forst	May 15	Hamburg.	Gen.	S. & Co.		
Borneo	Ger.	2,105	Muhle	May 17	Sandakan.	Gen. & T'ber.	M. & Co.		
China	Aus.	3,855	M. sea	May 16	Kobe.	Gen.	M. & W. & Co.		
Choo Maru	Ger.	1,405	Kohler	May 17	Bangkok.	Rice & Wood.	B. & S.		
Clara Jensen	Ger.	1,711	Bendixen	May 16	Chinkiang.	Groundnuts.	J. & Co.		
Doris	Nor.	965	Jacobsen	May 14	Chinkiang.	Rice.	Order.		
Foochow	Br.	1,238	Smale	May 8	Canton.	Rice.	B. & S.		
Formosa	Br.	674	Evans	May 15	Tamsui.	Gen.	D. L. & Co.		
Frigia	Aus.	618	Randich	May 12	Touron.	Gen.	S. W. & Co.		
Gaelic	Br.	2,691	Finch	May 12	San Francisco.	Gen.	O. & O. S. Co.		
Haimua	Br.	662	Mutton	May 16	Coast Ports.	Gen.	D. L. & Co.		
Hanyang	Br.	1,307	Caswell	May 9	Canton.	Gen.	B. & S.		
Kohsichang	Ger.	1,292	Spiesen	May 13	Hankok.	Gen.	M. & Co.		
Kwanglee	Chi.	1,468	Lincoln	May 11	Canton.	Gen.	C. M. S. N. Co.		
Indrapura	Br.	3,152	Hollingsworth	May 15	Portland, Or.	Gen.	P. & O. S. S. Co.		
Iyo Maru	Jap.	3,918	Butler	May 11	Shanghai.	Gen.	N. Y. K.		
Lightning	Fr.	2,122	Spence	May 13	Calcutta.	Gen.	D. S. & Co.		
Machew	Ger.	996	Harjes	May 15	Bangkok.	Rice & Teak.	B. & S.		
Montanes	Br.	222	Camus	May 20	Manila.	Hemp.	Jorge		
Nankin	Br.	2,557	Roberts	May 16	Bombay.	Gen.	P. & O. S. N. Co.		
Perla	Br.	1,928	McGinty	May 12	Canton.	Oil.	S. T. & Co.		
Phra C. C. Kiao	Ger.	1,568	Bohn	May 9	Bangkok.	Rice.	B. & S.		
Progress	Rus.	541	Moller	May 17	Touron.	Coal & Rice.	E. A. T. Co.		
Radnorshire	Br.	1,552	Bindloss	May 16	London.	Gen.	S. T. & Co.		
Rajput	Br.	3,164	Bullock	May 14	Moji.	Coals.	L. M. & Co.		
Robilla Maru	Jap.	2,399	Bishop	May 16	Manila.	Gen.	T. K. K.		
San Joaquin	Am.	237	Galdies	Apr. 26	Apar.	Ballast.	Order.		
Shakano Maru	Jap.	2,064	Fujita	May 10	M. ji	Coal.	E. A. T. Co.		
Shanlung	Ger.	1,000	Engelhart	May 12	Sei bilang.	Petroleum.	McHain.		
Simongan	Dut.	1,302	Hubert	May 10	Cheloo.	Gen.	Chinese.		
Skuld	Nor.	914	Hausen	May 17	Bangkok.	Rice & Wood.	Chinese.		
Sungkiang	Ger.	1,302	Koch	May 17	Bangkok.	Rice & Pigs.	N. L.		
Taitau	Nor.	1,369	Andersen	May 15	Moji.	Coal.	C. & Co.		
Victoria	Am.	2,112	Panton	May 13	Tacoma.	Gen.	D. & Co., Ltd.		
Woonung	Br.	1,109	Dawson	May 11	Canton.	Gen.	B. & S.		
Yunnan	Br.	1,206	Benson	May 9	Canton.	Rice.	B. & S.		
Sailing Vessels.									
Columbia (sch.)	Am.	772	Sprague	Mar. 27	B. & S.		
Dharwar (sch.)	Am.	1,370	Larson	Apr. 11	Fremanlie.	Sandalwood.	J. M. & Co.	New York.	
Grosvener (sch.)	Br.	510	Boga	June 14	Mauritius.	Sugar.	A. & Co.		
Huilever (sch.)	Am.	1,125	Cornibine	Apr. 23	New York.	Kerosene.	S. O. Co.		
Hollivood (sch.)	Am.	1,084	Night	Feb. 23	Fremanlie.	Sandalwood.	G. & Co.		
Kentmore (sch.)	Br.	2,437	Burch	Apr. 27	Shanghai.	Ballast.	S. O. Co.		
Pierre Antonine (sch.)	Fr.	1,740	Retegne	Apr. 1	New York.	Oil.	Order.		
Vale of Doon (sch.)	Br.	669	Pedersen	May 8	Rajang.	Ballast.	S. W. & Co.		

Macao, Singapore, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Guelic*, 21st inst., 5 P.M.
 Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne—Per *Tainan*, 22nd inst., 3 P.M.
 Manila—Per *Rubi*, 23rd inst., 9 A.M.
 Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indrapura*, 23rd inst., 10 A.M.
 Europe, &c., India, via Taitau—Per *Bangul*, 23rd inst., 11 A.M.
 Cebu and Hilo—Per *Katlong*, 26th inst., 3 P.M.
 Europe, &c., India, via Taitau—Per *Zielon*, 27th inst., 10.30 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per *Atlantic*, 27th inst., 11 A.M.
 Singapore, Penang and Colombo—Per *Malacca*, 29th inst., 11 A.M.
 Manila—Per *Zufra*, 30th inst., 9 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 3rd June, 11 A.M.

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THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—
 On the 18th at 11.15a. The barometer has risen over E. Japan, fallen in W. Japan.
 The depression is moving into the Yellow Sea to the North of Shanghai. Pressure is high over SE. Japan, S. and SW. winds, decreasing in the Formosa Channel and N. part of the China Sea.
 Forecast:—moderate SW. wind, squally, thundershowers.
YESTERDAY'S WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer 29.75 29.68
 Temperature 80 81
 Humidity 86 85
 Rainfall 0.66

CHINA COAST METEOROLOGICAL REGISTER.

	May 16th, 1903, a.m.	Bar. Th. Hu. Wind Wr.
Wladivostok	7 a.m. 29.55 41 99	N 4 0
Yemuro	6 a.m. 29.57	NW 6 0
Hakodite	" 29.70	" 4 0
Tokio	" 29.82	" 4 0
Kochi	" 29.83	" 0 0
Nagasaki	" 29.95	SW 6 0
Kagoshima	" 29.99	" 0 0
Oshima	" 30.00	S 2 0
Naha	" 29.97	" 0 0
Ishigakijima	" 29.93	SE 4 0
Taihouku	5 a.m. 29.91	" 0 0
Taichu	" 29.89	" 0 0
Tainan	" 29.88	" 0 0
Koshun	" 29.80	N 4 0
Pescadore	" 29.89	" 0 0
Weihawei	9 a.m. 30.05 61	N 4 0
Custaff	" 30.07 52	NNE 5 0
Sharp Peak	" 29.90 74	SE 10 0
Colony	6.30 a.m. 29.91 75	SE 10 0
Swatow	9 a.m. " "	" 10 0
Canton	" "	" 10 0
Hongkong	10 a.m. 29.86 74	SE 3 0
Victoria Peak	" "	SE 4 0
Gap Rock	" 29.84	ESE 4 0
Macao	" 29.83 78	E 1 0
Haiphong	" 29.88 91	ESE 1 0
Malate	9 a.m. " "	WSW 1 0
Bacolod	" 29.98	NE 1 0
Hilo	" 29.91 85	N 2 0
Cebu	" "	" 2 0
C. St. James	10 a.m. " "	" 2 0

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS ARE EXHIBITED ON THE ABOVE BOARDS DAILY ABOUT 11 A.M., AND ALSO AT OTHER HOURS, DAY OR NIGHT, WHENEVER NECESSARY. INFORMATION OF IMPORTANCE IS ALSO ISSUED BY "EXPRESS."

THE CHINA COAST METEOROLOGICAL REGISTER.

REGISTER is exhibited at the same places daily about noon. It contains observations made at

Hongkong and at a number of stations in the

Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of

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May 6th.

R. G. HECKFORD,
MANAGER